CITY OF HAYWARD
AGENDA REPORT

PLANNING COMMISSION

MEETING DATE 2/10/00
AGENDA ITEM 2

TO: Planning Commission

FROM: Cathy Woodbury, Principal Planner/Landscape Architect
Richard E. Patenaude, Associate Planner

SUBJECT: **Site Plan Review Application 99-130-15, ASP Alameda, LLP Applicant/ Owner)** - Request to develop a 6-story, approximately 185,000 sq.ft., office building to house the Alameda County Social Services Agency's staff and functions. The project is located at the northeast corner of West Winton Avenue and Amador Street.

RECOMMENDATION:

It is recommended that the Planning Commission refer this item to the City Council with a recommendation to approve the Mitigated Negative Declaration and Site Plan Review application.

BACKGROUND:

In July 1999, Alameda County invited qualified parties to submit a proposal to design, construct, own and lease a building to the Alameda County Social Services Agency. The Request for Proposal (RFP) listed 7 properties (one of which had to be purchased for the project) that would be acceptable to the County. The RFP outlined the amount and type of space needed, as well as criteria for the lease term and purchase option. The proposal submitted by Alex S. Palmer & Company was selected as the most responsive to the County's needs.

Palmer & Company has requested approval of a site plan to construct a 6-story office building of approximately 185,823 square feet, and related on-site parking. The project site at the northeast corner of Amador and West Winton includes 4 parcels encompassing approximately 5.78 acres of developed land. The existing buildings, including the former Daily Review facility, would be demolished to make way for the new construction.

The County Social Services Agency plans to locate five programs with approximately 600 employees in the new building: Welfare to Work, Children & Family Services, Workforce Resource Development, One Stop Career Center and the Ambulatory Care Clinic. Over 70 percent of the employees moving into the facility are currently located in the general vicinity of

the project. Along with these offices, a cafeteria and children's day care center will be provided. The County estimates that 90 percent of the public that will be served in the new offices are currently being served at the Amador campus. Details of the number of employees and their current locations are provided in the correspondence attached as "Exhibit B".

Given that the proposal has citywide interest, the Planning Commission's responsibility is to review the application and forward it to the City Council with their recommendation.

Site Plan/Project Proposal

Setting

The property lies within the General Commercial (CG) District surrounded by other commercial zoning (Commercial Office and Central Business Districts) that supports and provides for a concentration of regional-serving administrative and professional offices. Alameda County has developed a campus of administrative offices to serve the public on the 12-acre parcel across Amador Street to the west. The County's 5-level parking structure lies adjacent to the site on the south and their maintenance facility bounds the site on the east. The West Winton Avenue over crossing borders the north side of the property.

The proposed office building is situated close to Amador Street at the northwest corner of the site in order to create a dramatic focal point and maintain a visual and functional relationship with the County's campus across the street. A tree-studded surface parking lot with 478 spaces is proposed behind the building with a through connection to the parking garage.

Traffic, Circulation and Parking

Under direction of City staff, traffic, circulation and parking issues were reviewed in the traffic study prepared by TJKM dated January 19, 2000. The primary access to the site is from Amador Street at a controlled entry between the new office building and parking structure. Secondary access is provided from Elmhurst through the controlled entry to the garage. The two sites are connected with a vehicular access. Emergency vehicles and service trucks only are allowed access from Review Way. The report concluded that with the increased traffic generated as a result of this project several mitigation measures, included as conditions of approval, would need to be implemented in order to maintain acceptable levels of service (LOS D).

1. At West Winton Avenue and Amador Street, "protected signal phasing" would have to be implemented. The signal would be programmed so that northbound and southbound left turn movements get the green arrow signal indication at the same time while the northbound and southbound through movements are stopped. This would "protect" vehicles from any conflicting movements.

2. Amador Avenue, north and south of West Winton, would have to be re-striped as shown in the sketch on the following page. South of the intersection, southbound traffic would be accommodated with one through lane and a left-turn lane into the new facility. One through/right-turn lane and two left- turn lanes at the intersection would accommodate northbound traffic. North of the intersection, southbound lanes would include one exclusive left-turn lane and one through/right-turn lane.

3. The radius at the southwest corner of Amador and West Winton would need to be increased to accommodate right-turns by large vehicles and buses that currently swing out into the northbound travel lanes on Amador. (See sketch)

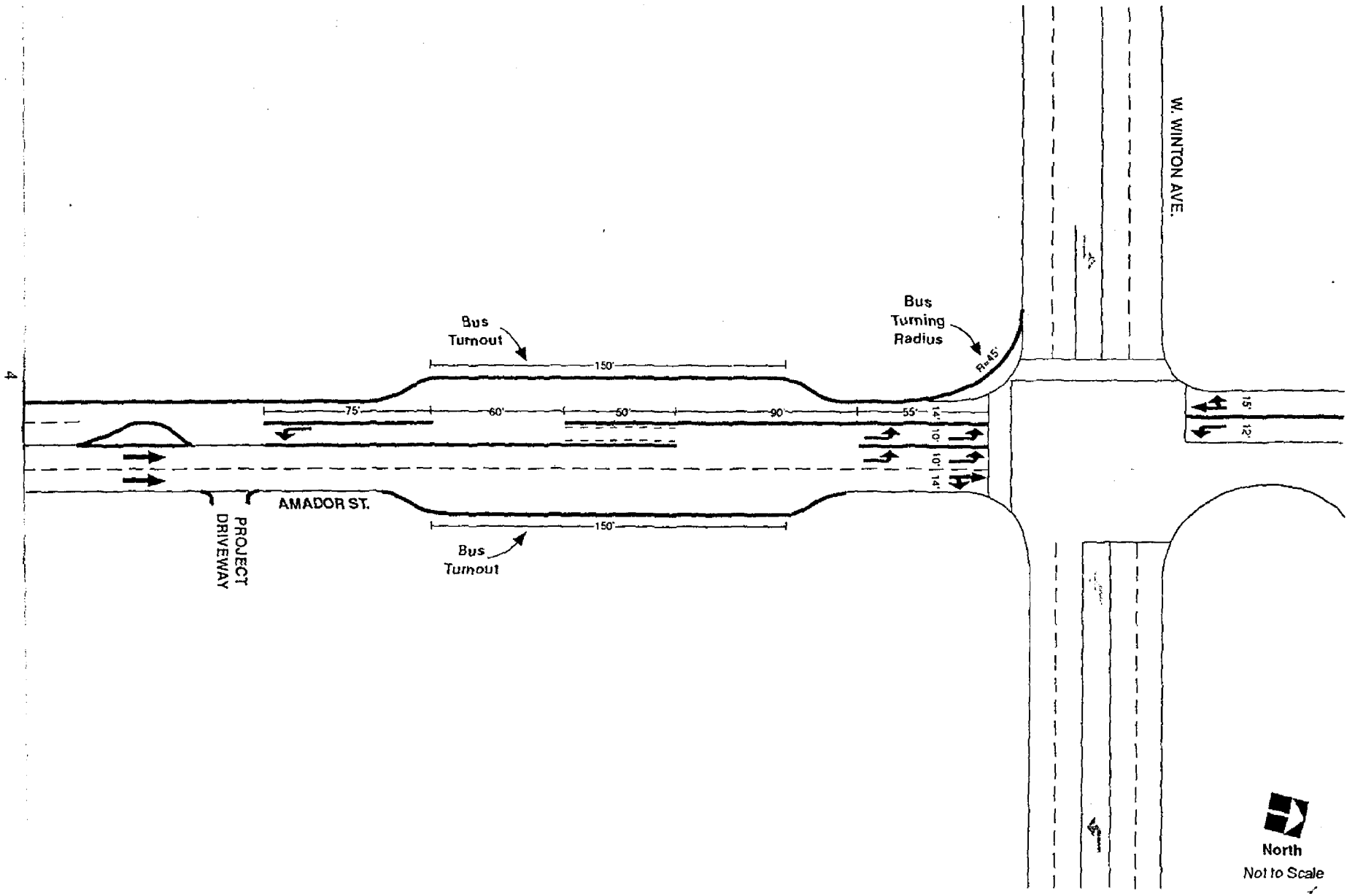
4. Bus turnouts would be required on the east and west sides of Amador, south of Winton, so that through traffic would not be impeded. (See sketch)

Based on the City's parking regulations 744 parking spaces are required for this development. The proposed on-site parking lot will provide 489 spaces. Palmer has proposed a 20-year parking agreement with the County to use 200 spaces in the adjacent parking garage. TJKM conducted a parking survey of the structure and confirms that the garage is underutilized and that over 200 spaces are available for use by visitors and employees in the office building. A fee would be charged for parking on the project site as well as in the garage, as is done currently. The applicant requests a credit for the remainder of the required parking (55 spaces) based on the site location along a transit corridor and the belief that some employees and visitors will use the bus service offered by AC Transit.

The City considers parking credits of this nature as outlined in the *Off-Street Parking Regulations*. However, residents in the surrounding area have expressed concern that their neighborhood will be impacted by those seeking parking on the street due either to an unavailability of parking spaces or resistance to paying for parking. The neighborhood has a history of parking problems. To enable residents to park along the streets by their homes a Residential Permit Parking Program was implemented in the 2-block area between Elmhurst and Larchmont Streets from Surrey Way to Townsend Avenue.

The open paved area on the parking garage site behind the structure can be re-striped to accommodate approximately 50-60 spaces. In order to assure that sufficient parking is provided, staff recommends that this work be done in conjunction with the project and that these spaces be included in the parking agreement. The combination of parking provided on-site and in the County garage, together with that recommended by staff will be sufficient to meet the City's parking requirement.

Further, as the County will initially lease the office building for 20 years with an option to purchase, the actual use and ownership of the building is not assured in the future. Therefore, staff recommends that project approval be conditioned upon reviewing the parking scenario at the time, either the County terminates its lease or upon sale of the property to another party.


W. WINTON AVE.
Bus Turnout
Bus Turning Radius
R=45'
150'
75'
60'
50'
90'
55'
14'
10'
10'
14'
15'
12'
AMADOR ST.
PROJECT DRIVEWAY
150'
Bus Turnout
North
Not to Scale

The review would be conducted prior to another tenant occupying the space and include an analysis of parking demand and parking provided by the new tenant/owner.

Architectural Design

The building footprint sits 27.5 feet behind the property line on Amador providing space for trees and colorful landscaping along the street. At the midpoint the building is stepped back another 30 feet to provide a prominent entrance with a paved plaza. The lobby extends through to the rear entrance, which is anticipated to receive the most use due to its proximity to the parking lot. The contemporary style maximizes windows on each floor that create rhythm in the exterior design while providing open interior spaces. A dominant base is created at the first floor with 10-foot windows, glass doors with transoms, and banding between windows. The next three floors incorporate 6-foot windows with banding between each floor. And the windows on the two upper floors are connected with spandrel glass giving a lighter feeling at the skyline. The blue-tinted, non-reflective glass windows are recessed throughout to add dimension to the façade. The raised parapet completes the building at the sixth floor. Mechanical equipment will be located on the center of the roof where it will be screened with a 6-foot wall. The overall height of the building to the top of the parapet is approximately 87 feet making this the tallest building in the area. (There is no height limit in this district). The building will be finished with light earth tone textured concrete and treated with a scored pattern and banding. Although taller than surrounding structures, the proposed offices are compatible with and enhance existing development in this major employment center.

Landscaping/Signage/Play Areas

A double row of trees will form a natural arbor covering the walkway along Amador and from the rear of the parking lot to the building entrance. Redwood trees will be used to soften and screen the parking garage along the south edge of the site. The landscape in front of the County parking garage will be refurbished and vines will be added to enhance the street elevation. Canopy trees will shade the parking area and a variety of flowering shrubs and groundcovers are planned throughout the site. Staff recommends that additional Redwoods be used in the planting area next to the over crossing on the north and that columnar trees be incorporated to accent the vertical lines of the building at each corner.

Signage will be incorporated on the canopy above the main building entrance on Amador Street. In addition, monument signage will be provided at the entry drive to direct motorists to both the parking lot and garage.

Two play areas are included at the northeast corner of the building outside the first-floor day care center. Staff recommends that landscaping including trees be planted in these areas.

Zoning, General Plan and Neighborhood Plan Consistency

The project conforms to the zoning and General Plan designations of General Commercial in that it consists of administrative and professional offices. The physical development of the site

is consistent with the required setbacks, lot coverage, building height and the minimum design and performance standards for the district.

The project is consistent with Policy 2.1 a) and b) of the *Santa Clara Neighborhood Plan* in that the new building is integrated visually and functionally with the Alameda County offices and reflects the strong civic function of the County's campus. The new facility provides the best urban design features with an orientation towards Amador Street. The project is also consistent with Policy 2.2 in that the improvements and change in use feature sensitive site design that is compatible with the surrounding offices, adequate on-site parking will be provided for visitors and employees to minimize spill-over parking in the neighborhoods, and the circulation plan minimizes intrusion into the surrounding residential areas by limiting access to Review Way and providing a primary entrance on Amador Street.

Environmental Review

A Mitigated Negative Declaration was prepared and distributed in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. The environmental review concluded that the site plan, with the recommended mitigation measures, would not have a significant effect on the environment. The mitigation measures have been included as conditions of project approval.

Public Notice

On December 21, 1999, a referral notice regarding the project was mailed to property owners and occupants within 300 feet of the project boundaries, former members of the Santa Clara Neighborhood Task Force, and to all other interested parties.

Notification was expanded beyond the 300-foot radius to include addresses between Elmhurst and Larchmont Streets from I-880 to the railroad right-of-way east of the site. All residents and occupants within the expanded area were invited to a neighborhood meeting on January 19, 2000 to review the proposal. Citizens raised issues regarding traffic impacts, compatibility of the project given its height, and parking spillover in the surrounding neighborhood. These issues have been addressed under the heading Site Plan/Project Proposal. One citizen asked about seismic safety of the new construction. Staff noted that the site is not in a special study zone and the building would be constructed according to the latest Building Code requirements.

On January 21, 2000, a notice of public hearing and preparation of a Mitigated Negative Declaration was mailed to all those previously notified.

Conclusion

Staff finds that the office building proposed at this location will be compatible with and enhance adjacent properties and the Santa Clara Neighborhood. Further, the development will become an integral part of Alameda County's campus and reinforce the strong civic function

already in place. Therefore, it is recommended that the Planning Commission refer this item to the City Council with a recommendation to approve the project.

Prepared by:

Cathy Woodbury, ASLA/AICP
Principal Planner/Landscape Architect

Richard E. Patenaude
Associate Planner

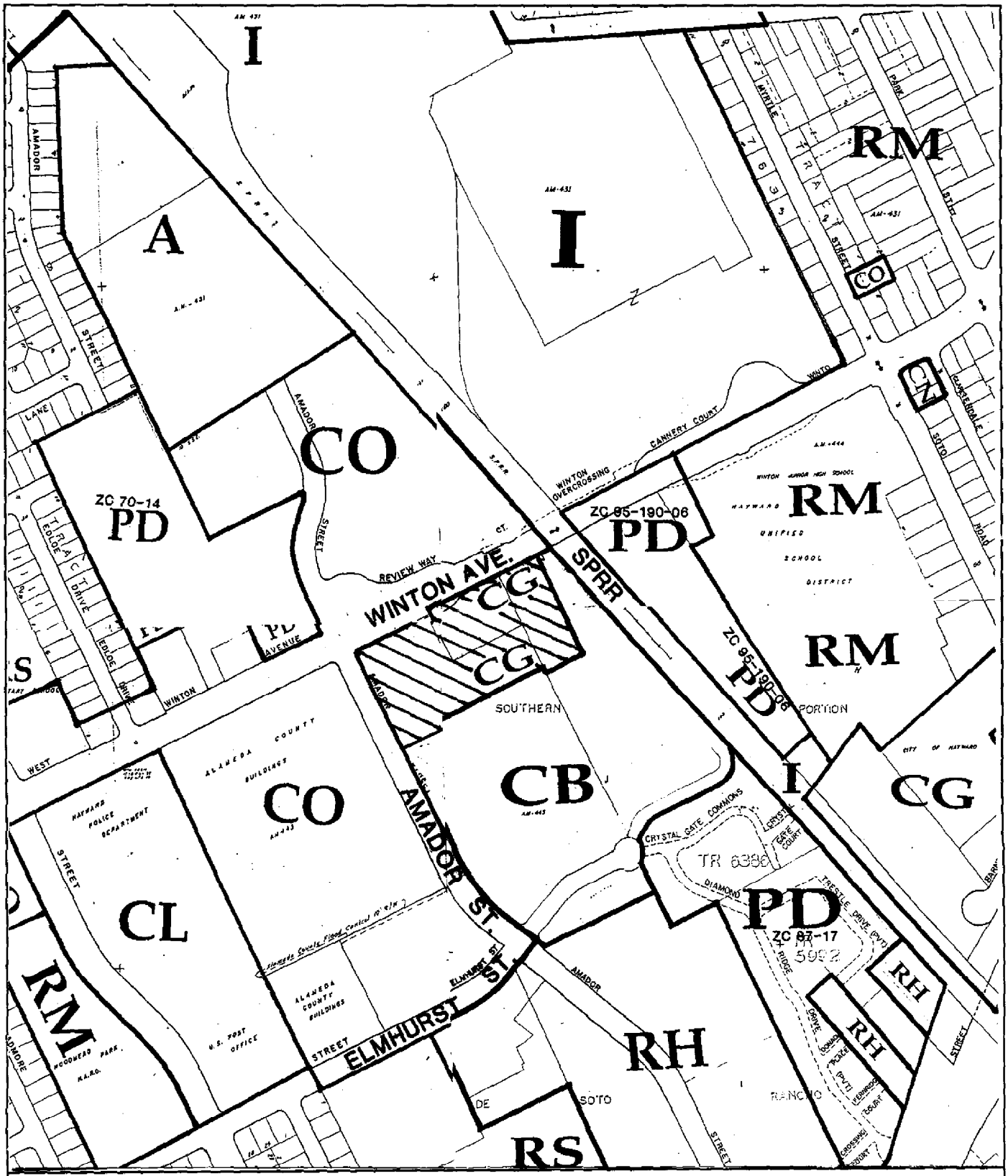
Recommended by:

Dyana Anderly, AICP
Planning Manager

Attachments:

A. Area/Zoning Map
B. Correspondence
C. Findings for Approval
D. Conditions of Approval
E. Mitigated Negative Declaration and Initial Study
F. Traffic Study

Project Plans



AREA/ZONING MAP ■ SPR 99-130-15

ASP Alameda, LLP

SE Corner of Winton Ave. and Amador

EXHIBIT B

General Services Agency

Darlene A. Smith, Director

RECEIVED

JAN 1 2 2000

PLANNING DIVISION

January 10, 2000

Mr. Richard Patenaude
Associate Planner
City of Hayward
777 B Street
Hayward, CA 94541

Dear Mr. Patenaude:

The following is the information you requested in regards to the capacity and utilization of the County garage on Amador Street, as well as the tenant mix at the new County building.

County Garage:

1. The garage has a capacity of 600 cars.
2. There are 46 permanently reserved monthly parking spaces.
3. Average transient base usage is 150-250 per day except on days when there are jury pools for the courts. During jury pool days, the transient base usage ranges between 300-400 per day.
4. There is a minimum average of 200 parking spaces available at all times. These are the parking spaces committed contractually to the new building.
5. The County is also making available approximately one-half acre directly behind the garage for additional parking. The County expects that all the parcels around the new building as well as the garage will be planned and designed as one parking facility.

Tenant Mix.

Below is a breakdown of the staff to be located in the new building by department and their current location. The numbers include allowances for future staff expansion in all the departments:

1. Welfare to Work: 192 employees currently located across the street at 24041 Amador, Hayward. They are expected to serve the same client base. Eight (8) more employees will be brought in from 1320 DeCoto Rd., Union City.
2. Children & Family Services: 188 employees currently located across the street at 24085 Amador, Hayward. Twenty (20) more employees will be brought in from 29800 Mission

1401 Lakeside Drive, Oakland, California 94612-4305
Telephone (510) 208-9700 • FAX (510) 208-9711

Blvd., Hayward, as well as a small but uncertain number of employees from 7751 Edgewater Drive, Oakland. This organization has negligible public contact.

3. Workforce Resource Development: 90 employees currently at 22455 Maple Ct., Hayward. This is an administrative staff with little to no public contact.
4. One Stop Career Center: 65 employees currently located at 22225 Foothill Blvd., Hayward. They will be serving approximately 30 public visitors per day.
5. Ambulatory Care Clinic: 36 employees currently located across the street at 224 West Winton. They are expected to serve the same, as current, number of client base.

Please note that over 70% of the employees going into the new building are currently located across the street along Amador Street. Please also note that 90% of the public that will be served in the new building are currently being served in County buildings at the same location as the new building.

If you have any questions, please don't hesitate to call me at (510) 208-9532

Sincerely,

Matt Elawady, CCIM, RPA, FMA
Real Estate Projects Manager

cc: Candace Fitzgerald, Real Property Manager.

EXHIBIT C

FINDINGS FOR APPROVAL
Site Plan Review Application No. 99-130-15
SE Corner of West Winton Avenue/Amador Street

February 22, 2000

A. The development takes into consideration physical and environmental constraints in that approval of Site Plan Review Application No. 99-130-15, as conditioned, will have no significant impact on the environment, cumulative or otherwise; the determination reflects the City's independent judgement.

The project application has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.

B. The development is compatible with surrounding structures and uses in that the proposed 6-story office building, as conditioned, will not impair the character and integrity of the General Commercial (CG) District or surrounding area, because the design and materials of the office building will be complimentary and compatible with the architectural character of the surrounding Alameda County Administrative Center/Hall of Justice campus.

C. The development will be operated in a manner determined to be acceptable and compatible with surrounding development in that the proposed use of the office building, as conditioned, is permitted as a primary use in the CG District, there are other large-scale office buildings adjacent to this structure, and the nearby residential land uses are separated from the subject project by major transportation facilities and other development.

D. The development complies with the intent of City development policies and regulations in that the proposed office building, as conditioned, will not be detrimental to the public health, safety or general welfare, because the structure and uses, as conditioned, are consistent with the General Policies Plan (including the Map designation of *General Commercial*) and applicable City regulations adopted under the City of Hayward Zoning Ordinance.

E. The project will not affect population projections, induce substantial growth or displace existing housing.

F. The project site is not located within a "State of California Earthquake Fault Zone." Construction related to this project will be required to comply with the Uniform Building Code standards to minimize seismic risk due to ground-shaking.

G. The project replaces general commercial land uses such as a newspaper publishing/printing facility and auto repair facilities. The land has been previously disturbed and covered such that there will be no significant change in absorption rates, drainage patterns or amount of surface runoff, nor will there be any effect on endangered, threatened or rare biological species.

H. A requirement to reduce dust generation and exhaust emissions during construction, and the facilitation of traffic flow by traffic signal management, will reduce air quality impacts to a level of insignificance.

I. The project provides for adjustment of the signalized intersection at West Winton Avenue and Amador Street and for lane reconfiguration on Amador Street. These improvements will ensure that the project does not adversely impact traffic conditions in the immediate area.

J. Construction related to this project would be designed to perform to applicable codes, and, therefore, would not be in conflict with adopted energy conservation plans.

K. The Fire Department will require appropriate measures to reduce any risk to human life or health.

L. The project will have no effect on government services or utilities.

M. The project shall comply with the Hayward Design Guidelines, the Landscape Beautification Plan and all other applicable performance standards.

N. No known archaeological or paleontological resources exist on the project site.

EXHIBIT D

CONDITIONS OF APPROVAL
Site Plan Review Application No. 99-130-15
SE Corner of West Winton Avenue/Amador Street

February 22, 2000

GENERAL

1. Site Plan Review Application No. 99-130-15 is approved subject to the specific conditions listed below. This permit becomes void on February 22, 2001, unless prior to that time a building permit application has been accepted for processing by the Building Official, or a time extension of this application is approved. A request for a one-year extension, approval of which is not guaranteed, must be submitted to the Planning Division 15 days prior to the above date. Any proposal for alterations to the proposed site plan and/or design, which does not require a variance to any zoning code, must be approved by the Planning Director prior to implementation.

2. The permittee shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.

3. The applicant shall maintain in good repair all fencing, parking and street surfaces, landscaping, lighting, trash enclosures, drainage facilities, project signs, etc. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within seven days of occurrence. The existing chain-link fence, located on the easterly property line(s), shall be repaired where necessary and shall be maintained in good condition.

4. Landscaping shall be maintained in a healthy, weed-free condition at all times. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% die-back) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to Municipal Code.

5. No changes may be made to any sign after installation unless previously approved by the Planning Director.

6. No vending machines or other goods or products shall be displayed or sold outside the building, excluding newspaper racks.

7. Public telephones shall not be installed outside the building without previous approval by the Planning Director. If located outside, they shall be within 20 feet of a public entrance to the building and limited to out-going calls only.

8. No outdoor public address system shall be used.

9. No outside storage of materials, crates, boxes, etc. shall be permitted anywhere on site, except within the trash enclosure as permitted by the fire code.

10. The day care facility will be classified as an E-3 occupancy. The cafeteria will be classified as an A-3 occupancy.

11. Violation of these conditions of approval is cause for revocation of this permit, subject to a public hearing before the duly authorized reviewing body.

PRIOR TO ISSUANCE OF DEMOLITION PERMITS

Construction & Demolition Waste Management Plan

12. The applicant is required to submit for review by Solid Waste Program staff an on-site recycling plan. The plan must be implemented during the entire demolition and construction phases, as well as upon occupancy of the site. The plan must 1) show the anticipated start and completion dates of the project; 2) estimate the quantities of construction and demolition waste that will be generated by the project in cubic yards or tons; and 3) estimate the quantities of material that will be recycled, salvaged and disposed of, and identify the vendor(s) or facilities that will be used.

13. The applicant must ensure that construction and demolition debris is removed from the site in one of the following ways: 1) removed by a licensed contractor as an incidental part of a total construction, remodeling, or demolition service offered by that contractor, rather than as a separately contracted or subcontracted hauling service using debris boxes or similar containers; or 2) removed by the applicant by directly loading the debris onto a fixed body vehicle and hauled directly to a disposal facility that holds all applicable permits; or 3) removed by the City's franchised hauler, Waste Management of Alameda County.

14. The applicant must also submit a waste management plan that diverts 50% of the wastes generated upon occupancy of the facility. The Applicant must prepare a waste management plan that details how the subject facility will accomplish that requirement. The plan must be submitted for review by Solid Waste Program staff. Details must include: 1) indoor containers, including deskside containers for all employees and centralized storage containers for placement next to copy machines, in mailrooms, etc.; 2) outdoor storage containers, such as metal dumpsters; 3) regular education efforts to

encourage employees to participate in the program; and 4) securing a recycling service provider to provide collection services on a regular basis.

PRIOR TO ISSUANCE OF GRADING PERMITS

Environmental

15. Must have an approved plan in place to properly obtain regulatory clearances for the development from the Alameda County Health Care Services Agency and the Regional Water Quality Control Board for all issues related health and water quality for the site. This plan must be approved prior to grading or other construction activities. Final regulatory clearances must be obtained prior to occupancy of the building.

16. The property owner shall be responsible for the preparation and implementation of an underground construction health and safety plan, and the plan shall be in place and implemented during construction so as to minimize or mitigate any negative health threat to construction worker and other on-site personnel or persons in the vicinity of the project. Plan should also notify the fire department immediately if any hazards are discovered during grading or construction activities.

Water Pollution Source Control

17. Prior to the commencement of any clearing, grading or excavation resulting in a land disturbance of five acres or more, the developer shall submit evidence to the City that a Notice of Intent (NOI) has been submitted to the State Water Resources Control Board.

PRIOR TO ISSUANCE OF BUILDING PERMITS

Parking/Driveways

18. Plans shall show that adequate on-site parking shall be provided for tenants, customers, guests and others, as required by the City of Hayward Off-Street Parking Regulations. The project, as approved, shall be required to maintain a base level of parking at 744 spaces.

19. The project is permitted to provide a maximum of 200 parking spaces within the Alameda County Parking Structure located adjacent and to the south of the subject property. Additional parking shall also be provided in the paved area to the east of the Parking Structure (see #22 below). The owner shall enter into a binding agreement with Alameda County for the use of parking spaces within the parking structure and the paved area; such agreement shall be approved by the City of Hayward. Should the agreement expire, or should the building be used by a party other than Alameda County, the City reserves the right to re-evaluate the parking needs of the building pursuant to the current City of

Hayward Off-Street Parking Regulations prior to occupation of the building by another tenant. Such evaluation may include the granting of parking credits or the requirement to provide additional on-site parking based upon the conditions at the time the agreement or ownership changes.

20. Plans shall indicate that all parking stalls and maneuvering areas shall meet the minimum standards of the City of Hayward Off-Street Parking Regulations. The parking stalls shall be striped and any compact stalls shall be clearly marked for compact vehicles only. Where possible the landscape areas shall be increased to take advantage of allowable vehicle overhangs.

21. Plans shall indicate that drive aisles that provide access to standard visitor parking stalls shall be a minimum width of 26 feet. Drive aisles that provide access to standard employee parking stalls only may be a minimum width of 25 feet. Drive aisles that provide access to compact parking stalls only shall be a minimum width of 20 feet. The width of drive aisles that provide access to a combination of stall types shall be subject to approval of the Planning Director.

22. Plans shall indicate that the paved area to the east of the Alameda County Parking Structure shall be striped to provide the maximum number of parking spaces possible pursuant to the City of Hayward Off-Street Parking Regulations.

23. Plans shall indicate that driveways, which serve the proposed use, shall be constructed to City Standard SD-110.

24. Plans shall indicate that all raised concrete curbs, which lie between a landscape planter and the side of a parking stall, shall be widened to 18 inches to accommodate vehicle access and to protect plant materials.

25. Plans shall indicate that the pavement at the primary driveway entry, to a minimum depth of 10 feet behind the property line, shall be enhanced by the use of decorative pavement materials such as colored, stamped concrete (bomanite or equal), brick, concrete interlocking pavers or other approved materials. The location (which shall be coordinated with the pedestrian crossing), design and materials shall be approved by the Planning Director.

26. Plans shall be amended to show that the unloading area shall accommodate truck vehicles that will serve the use. The design of the maneuvering area shall be approved by the City Engineer and shall not interfere with any parking space.

27. Plans shall indicate that a bicycle rack(s) with a capacity of at least 8 bicycles shall be included within the development. The design and placement shall be approved by the Planning Director.

28. The driveway entrance (from Amador Street), median island and security/toll gates shall meet the requirements of the Fire Department and the Security Gate Ordinance, including provisions for a vehicle turnaround and queuing, unless otherwise approved by the Planning Director. The access shall be designed to accommodate fire apparatus.

Landscaping

29. Detailed landscaping and irrigation plans, including details of features such as benches, pavement materials, trellises, etc., shall be prepared by a licensed landscape architect and submitted for review and approval by the City. Landscaping and irrigation plans shall comply with the City's Water Efficient Landscape Ordinance.
    a. Parking areas shall include a minimum of one 15-gallon parking lot tree for every six parking stalls. The minimum interior dimension of any tree well or landscape median shall be five feet, measured from back of curb. The end of parking rows shall be capped with landscape medians.
    b. Parking and loading areas shall be buffered from adjacent streets with shrubs, decorative walls or earth berms as determined by the Planning Director. Where shrubs are used, the type and spacing of shrubs shall create a continuous 30-inch-high screen within two years.
    c. A minimum of one 24-inch-box tree shall be provided for each 30 lineal feet of street frontage. Trees shall be planted and staked per the City Standard Detail SD-122.
    d. Above-ground utilities shall be screened from the street with shrubs.
    e. Masonry walls or fences facing a street shall be buffered with shrubs and vines.
    f. Planting design around the building shall include trees with a tall columnar form to accent the vertical lines of the structure.
    g. Accent planting, such as low flowering shrubs and a variety of leaf forms, shall be incorporated on both sides of the entry walk between the building and Amador Street.
    h. A landscape easement shall be recorded for the planting area between the southern property line and the parking garage/parking area. Redwood trees (*Sequoia sempervirens*) shall be planted at a minimum of 20 feet apart along the north face of the parking structure.
    i. The planting areas along the garage frontage facing Amador Street shall be re-landscaped, including a 30" high shrub screen separating the parking area from the sidewalk, planting in the park strip between the sidewalk and curb, vines on the face of the garage structure and trees at the north and south ends of the parking area. An automatic irrigation system shall be installed throughout.
    j. Redwood trees shall be planted along the north property line to screen views from the over crossing into the service area and parking lot.
    k. Landscaping, including trees, shall be incorporated in the play yards.
    l. The planting and maintenance of shrubs must not impair visibility at street or driveway intersections. The height of plant materials in areas where sight distance

is critical is limited to three feet. Trees in these areas must be pruned such that the canopy provides adequate visibility.

m. Where any landscaped area adjoins driveways and/or parking areas, Class "B" Portland Cement concrete curbs shall be constructed to a height of 6 inches above the finished pavement.

n. A complete automatic sprinkler system with an automatic on/off mechanism shall be installed and maintained within all landscaped areas.

30. On-site sidewalks and flat concrete surfaces shall exhibit a decorative finish, such as inset brick, stamped concrete or exposed aggregate with tile bands. The material shall be approved by the Planning Director.

31. Parking design shall incorporate a pedestrian access with decorative paving and a tree alley as indicated on site and landscape plans.

Design

32. The colors and materials used on the exterior of the building shall be those submitted for Site Plan Review Application No. 99-130-15. No changes shall be made without prior approval by the Planning Director.

33. A decorative masonry or metal screen shall enclose the outdoor play yards. Details shall be submitted for review and approval by the Planning Director.

34. Details of any play equipment that exceeds the height of the solid portion of the perimeter screen of the play yards shall be submitted for review and approval by the Planning Director.

35. Architectural features or repetitive elements at a pedestrian scale shall highlight the public entrances to the building. Such features shall be submitted for review and approval by the Planning Director.

Trash Enclosures

36. The Applicant must clearly indicate on a site plan the proposed location(s), number and type of refuse and recycling containers and dimensions of each enclosure for trash and recyclables on the site plan. The space provided for the storage of recyclables must be the same size or larger as that provided for trash. Based on the information provided by the applicant, a 10x18-foot trash enclosure is recommended to accommodate a 7-cubic-yard garbage dumpster and equivalent capacity for storage of recyclables. The trash enclosure shall be constructed of a decorative 6-foot-high masonry wall, which incorporates the architectural style, color and materials of the primary structure(s), with a solid and lockable, decorative metal access gate. The final design shall be approved by the Planning Director prior to the issuance of a building permit.

Plans must indicate the following:

37. Any trash enclosures and/or recycling area(s) shall be covered.

38. A 6-inch wide curb or parking bumper must be provided along the interior perimeter of the enclosure walls to protect them from damage by the dumpster. A minimum space of 12 inches must be maintained between the dumpster and the walls of the enclosure and the recycling container to allow for maneuvering the dumpster.

39. A 6-inch wide parking bumper, at least 3 feet long, must also be placed between the dumpster and the recycling bins, in order to secure the refuse dumpster in its designated area.

40. The enclosure gates and hinges must be flush with the enclosure wall. The gates must open straight out, and the hinges and the gate must be flush with the enclosure wall, in order to allow adequate maneuverability of the dumpster in and out of the enclosure to service it.

41. The enclosure must be constructed on a flat area with no more than a 2% grade, in order to ensure that the garbage driver can adequately retrieve and return the dumpster(s) from the enclosure.

42. A concrete pad located just outside each trash enclosure shall be installed in order to accommodate the weight of the truck while servicing the dumpster, since asphalt can fail over time at these locations.

43. The applicant must ensure that there is adequate access into, on and out of the property to allow collection of garbage and recyclables. For safety reasons, a turnaround must be provided for any street that would otherwise require the collection truck to back up a distance greater than 150 feet.

Signs

44. Prior to issuance of a building permit, a sign program shall be submitted to the Planning Director for approval. The signs shall be appropriate to the architectural style of the buildings.

45. The sign program shall be governed by the following:
    a. The City of Hayward Sign Ordinance shall override any conflicting sign criteria provided by the applicant.
    b. Signs shall be composed of alpha-numeric characters and corporate logos only; there shall be no boxed can signs.
    c. The location, size and design of all signs shall be subject to final approval by the Planning Director and all signs shall be in harmony with the architectural style of the buildings.

d. The sign program shall include monument signage at the primary driveway entrance, which shall include directional signage for the Alameda County Parking Structure.
e. No pole or freestanding sign shall be allowed for any use on the property.

Water Pollution Source Control

46. If there are to be any roof-mounted HVAC units, no polluted waters from these units shall be discharged to the storm drain via roof drains. Uncontaminated condensate is acceptable for storm drain discharge.

47. No storm water shall be discharged to the sanitary sewer without a Wastewater Discharge Permit, which will be issued only if there is no feasible alternative.

48. The sanitary sewer discharge shall be in compliance with all wastewater discharge regulations, prohibitions and limitations to discharge, including the 300-milligram/liter oil and grease limit.

49. The project plan shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site in order to limit to the maximum extent practicable the entry of pollutants into stormwater runoff.

Lighting

50. Exterior lighting shall be designed by a qualified illumination engineer, and erected and maintained so that adequate lighting is provided in all public access areas. The Planning Director shall approve the design and location of lighting fixtures, which shall reflect the architectural style of the building(s). Exterior lighting shall be shielded and deflected away from neighboring properties. The light source shall not be higher than 20 feet.

51. The developer shall insure that the streets that abut the subject property, or are immediately impacted, are illuminated according to City Standard SD-120. Any additional or modified street lighting shall be designed and installed by the developer in accordance with SD-120 Street Lighting Standards and in cooperation with the City and PG&E. Underground wiring shall be utilized when appropriate. The electroliers shall be in operating condition before occupancy permits are approved.

Mechanical/Utilities

52. No mechanical equipment, or solar collectors, may be placed on the roof unless it is adequately screened from view. Prior to construction, documentation shall be provided that the roof-mounted mechanical equipment is adequately screened.

53. Utility meters, when not enclosed in a cabinet, shall be screened by either plant materials or decorative screen, allowing sufficient access for reading.

54. Any transformer shall be located underground or screened from view by landscaping and shall be located outside any front or side street yard.

55. All utilities located underneath decorative paving areas shall be located within a sleeved conduit. The design of the sleeve shall be approved by the City Engineer.

56. Water Department requirements shall be as follows:
    a. Keys or access code shall be provided to the Water Department for all meters enclosed by a fence or gate.
    b. Applicant shall submit calculations to show that the proposed water main is able to provide adequate fire flow.
    c. Construction plans shall incorporate all water meters and hydrants.
    d. The applicant shall connect all unit plumbing to the correct meter as marked by the City before water service is provided.
    e. A final statement of water main extension costs shall be submitted to the Hayward Water Department prior to application for metered water service.
    f. Operation of valves in the Hayward Water System shall be performed by Water Bureau Personnel only.
    g. Prior to issuance of a building permit, the gallon-per-minute water demand shall be shown on plans and approved by the Water Department. The developer shall install reduced pressure backflow preventer for domestic meter and double-check backflow preventer for irrigation meter per City SD201 & 202.

57. Maintain a six-foot lateral distance between sanitary sewer laterals and city water services. Water mains shall have a ten-foot lateral separation from the sanitary sewer main. Water meters shall be a minimum of two feet clear of top of driveway flares.

Fire Department

58. Exiting shall conform to the Uniform Fire & Building Codes with lighted exit signs and panic hardware on doors.

59. Building addresses shall contrast with the building background and the numbers/letters shall have a minimum height of 6" with a ½-inch stroke per UFC 10.301a.

60. The building is required to have a fully automatic fire sprinkler system installed per NFPA 13 & 24 standards. If the fire sprinkler system requires the installation of a fire pump, then the fire pump shall be installed per NFPA 20 standards.

61. A Class I Standpipe System is required for the building and can be combined with the fire sprinkler system. The standpipe shall be installed per NFPA 14 standards.

62. The Fire Department connection and post indicator valve shall be located in an approved location by the Fire Chief.

63. Provide a place of refuge within the building that conforms to the UBC for construction requirements and meets 2-hour construction. This may be provided within smoke towers with vestibules constructed of minimum 2-hour construction.

64. An automatic fire alarm system is required for the building and shall be installed per NFPA 72 standards. Provide a manual fire alarm system that will be central station monitored and be capable of providing local alarm notification throughout the building. The system will be required to meet ADA installation requirements to include horns, strobes, etc.

65. Provide smoke towers within the stairwells that are adequately pressurized for smoke removal throughout the entire stairwell.

66. Provide a phone jack telephone communication system within the smoke towers (stairwells) and at each stairwell landing.

67. The service drive at the northerly end of the building (Review Way) shall be designed to accommodate emergency vehicles and provide adequate maneuvering; such redesign is subject to the review and approval of the Fire Chief and the Planning Director. A gate shall be installed at the transition to the parking lot rather than removable bollards.

68. Double-steamer fire hydrants shall be installed on the property per the 1998 California Fire Code. Fire flows shall meet 2500 GPM @ 20 PSI.

69. The fire sprinkler system is being designed for light hazard occupancy use. Per the submitted hydraulic calculations, the fire sprinkler system is at maximum capacity without a fire pump. Therefore, no alterations that will necessitate more demand to the fire sprinkler system, including more hazardous land uses, may be allowed. The applicant's fire protection engineer shall submit a letter to the Fire Chief indicating that no expansion beyond light hazard shall occur to the building.

Police Department

70. Lighting in the parking areas and exterior walkways shall conform to the Security Ordinance and be controlled by photocells. The lighting plan shall be approved by the Planning Director.

71. The project shall comply with the provisions of the Security Ordinance that pertain to address numbers, and all newly-installed doors, windows and locks.

Building Division

72. All construction shall adhere to State of California Title 24 Handicap Access Requirements.

73. Use of plastic drainage, waste and vent piping is not permitted [Hayward Plumbing Code §503(a)(2)].

74. All wiring shall be placed in an approved raceway per Hayward Electrical Code §110.8 (EMT minimum standard).

75. All construction shall adhere to the City of Hayward Security Ordinance #90-26.

Engineering/Transportation Division

76. Application for a building permit shall include a mylar copy of a building permit survey.

77. Application for a building permit shall include a soils/geotechnical report prepared by a qualified licensed civil engineer and/or geologist.

78. A certificate of merger shall be recorded prior to issuance of a building permit.

79. The applicant shall submit a street improvement plan for Amador Street that details the bus turnouts on both sides of the street and includes sidewalk relocation and a landscape plan; the plan is subject to review and approval by the City Engineer and the City's Landscape Architect. The applicant shall be responsible for implementation of the plan with completion prior to occupancy of the building. Right-of-way shall be dedicated to the City of Hayward to accommodate the bus turnouts and the related street improvements.

80. The applicant shall submit a construction Best Management Practice (BMP) program for review and approval by the City prior to the issuance of any building permits. These BMPs shall be implemented by the general contractor and all subcontractors and suppliers of material and equipment. Construction site cleanup and control of construction debris shall also be addressed in this program. The applicant is responsible for ensuring that all contractors are aware of all storm water quality measures and ensure that measures are implemented. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop work order.

81. Construction access routes shall be limited to those approved by the City Engineer and shall be shown on the approved grading plan. The permittee shall contact the Police Department at least 15 days prior to construction to arrange for any required traffic control. There will be a charge for this service.

82. The project plans shall include storm water measures for the operation and maintenance of the project for the review and approval of the City Engineer. The project plans shall identify BMPs appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into storm water runoff facilities. The project plan shall also include erosion control measures to prevent soil, dirt and debris from entering the storm drain system, in accordance with the regulations outlined in the ABAG Erosion & Sediment Control Handbook.

83. Trench backfill materials shall be class B-1 bedding (SD-310) unless otherwise noted.

84. All work in the public right-of-way requires an encroachment permit.

85. Fire hydrants shall be located 5 feet minimum from top of driveway flare.

86. Storm drains and hydraulic calculations shall be reviewed and approved by ACFC&WCD.

87. The design, location, maintenance requirements, and maintenance schedule for any stormwater quality treatment structural controls shall be submitted to the City for review and approval prior to the issuance of a building permit.

88. Retaining walls, if required, shall be concrete or masonry block. The design and location shall be approved by the Planning Director.

89. The developer will be required to implement the mitigations identified in the traffic study (*cumulative plus project* scenario) dated January 19, 2000 including the Winton-Amador striping and traffic signal modifications and the striping modifications leading to the project entrance, and a modified radius (including handicap ramp) at the southwest corner of West Winton Avenue and Amador Street. The design of these modifications shall be approved by the City Engineer.

90. A grading and drainage plan shall be submitted that meets approval of the City Engineer. All catch basins shall be equipped with fossil filters.

DURING CONSTRUCTION

Fire Department

91. Prior to start of construction, site access and water supply shall be in service.

92. The Class I Standpipe System shall be in service by the time construction progresses to the 3rd floor.

Parking/Driveways

93. Asphalt concrete shall be compacted to relative compaction of not less than 95 percent. The minimum thickness of asphalt concrete pavement shall be 3 inches.

Engineering/Transportation Division

94. During construction, the contractor shall 1) sweep the streets daily with water sweepers if visible soil is carried onto adjacent streets; 2) shall hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more); 3) enclose, cover, water, or apply non-toxic soil binders to exposed stockpiles; 4) install sandbags or other erosion control measures to prevent silt runoff to public roadways; and 5) replant vegetation in disturbed areas as quickly as possible.

PRIOR TO FINAL OCCUPANCY

Parking/Driveways

95. Raised curbs abutting drive aisles shall be painted red, signed as fire lanes, and posted for "No Parking".

96. Each open parking space shall be provided with a Class "B" Portland Cement concrete bumper block.

Landscaping

97. Landscaping shall be installed per the approved building permit plans. A Certificate of Substantial Completion and Irrigation Schedule shall be submitted by the project landscape architect prior to the issuance of a Certificate of Occupancy.

Engineering/Transportation Division

98. Prior to final inspection, City of Hayward Supplemental Building Construction & Improvement Tax, City of Hayward Construction & Improvement Tax, and Hayward Unified School District Fees shall be paid.

99. Bus bays shall be constructed on northbound Amador at the project entrance and on southbound Amador with the location and design to be approved by the City and by AC Transit.

Fire Department

100. Red-curbing shall be installed throughout the parking lot per Hayward Fire Department requirements.

Trash Receptacles

101. A decorative pre-cast concrete trash receptacle, with a self-closing metal lid, shall be located near each of the exterior customer doors. The Planning Director shall approve the design and placement.

Water Pollution Source Control

102. All on-site storm drain inlets shall be labeled "No Dumping-Drains to Bay".

DEPARTMENT OF
COMMUNITY AND ECONOMIC DEVELOPMENT
Planning Division

MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the City of Hayward finds that no significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

I. *PROJECT DESCRIPTION*:

SITE PLAN REVIEW 99-130-15 - ASP ALAMEDA LLP (APPLICANT/OWNER). Request to develop a 6-story office building to house the Alameda County Social Services Agencies' staff and functions. The building contains approximately 185,000 square feet with 478 parking spaces on-site and 200 parking spaces off-site in the existing Alameda County Parking Garage. The 5.78-acre site is located at the southwest corner of West Winton Avenue and Amador Street, replacing *The Daily Review* facility and other miscellaneous land uses. Primary access to the site will be from Amador Street with service access from Review Way.

II. *FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT*:

The proposed project, as conditioned, will have no significant effect on the area's resources, cumulative or otherwise.

III. *FINDINGS SUPPORTING DECLARATION*:

1. The project application has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.

2. The project is in conformance with the current General Policies Plan Map designation of *General Commercial*.

3. The project is in conformance with the intent and purpose of the current Zoning Ordinance designation of *General Commercial* (CG). Such district permits administrative and professional offices and services and primary uses.

4. The project is adjacent to similar land uses that make up the Alameda County Administrative Center/Justice complex.

5. The project will not affect population projections, induce substantial growth or displace existing housing.

6. The project site is not located within a "State of California Earthquake Fault Zone." Construction related to this project will be required to comply with the Uniform Building Code standards to minimize seismic risk due to ground-shaking.

7. The project replaces general commercial land uses such as a newspaper publishing/printing facility and auto repair facilities. The land has been previously disturbed and covered such that there will be no significant change in absorption rates, drainage patterns or amount of surface runoff, nor will there be any effect on endangered, threatened or rare biological species.

8. A requirement to reduce dust generation and exhaust emissions during construction, and the facilitation of traffic flow by traffic signal management, will reduce air quality impacts to a level of insignificance.

9. The project provides for adjustment of the signalized intersection West Winton Avenue and Amador Street and for lane reconfiguration on Amador Street. These improvements will ensure that the project does not adversely impact traffic conditions in the immediate area.

10. Construction related to this project would be designed to perform to applicable codes, and, therefore, would not be in conflict with adopted energy conservation plans.

11. The Fire Department will require appropriate measures to reduce any risk to human life or health.

12. The project will have no effect on government services or utilities.

13. The project shall comply with the Hayward Design Guidelines, the Landscape Beautification Plan and all other applicable performance standards.

14. No known archaeological or paleontological resources exist on the project site.

IV. *PERSON WHO PREPARED INITIAL STUDY:*

Richard E. Patenaude, Associate Planner

Dated: January 21, 2000

V. *COPY OF INITIAL STUDY IS ATTACHED*

For additional information, please contact the City of Hayward Planning Division, 777 B Street, Hayward, CA 94541-5007 or telephone (510) 583-4213

DISTRIBUTION/POSTING

Provide copies to project applicants and all organizations and individuals requesting it in writing.
Reference in all public hearing notices to be distributed 20 days in advance of initial public hearing and/or published once in Daily Review 20 days prior to hearing.
Project file.
Post immediately upon receipt at the City Clerk's Office, the Main City Hall bulletin board, and in all City library branches, and do not remove until the date after the public hearing.

DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
Development Review Services Division
REVISED-2/4/00

Project title:	**Site Plan Review Application 99-130-15, ASP Alameda, LLP (Applicant/ Owner)** – Request to develop a 6-story office building to house the Alameda County Social Services Agency's staff and functions. The building is approximately 185,000 sq.ft. with 478 parking spaces onsite and 200 parking spaces off-site.
Lead agency name and address:	City of Hayward, 777 "B" Street, Hayward, CA 94541-5007
Contact persons and phone numbers:	Cathy Woodbury, Principal Planner/Landscape Architect – (510) 583-4210 Richard E. Patenaude, Associate Planner – (510) 583-4213
Project location: name and address:	The project site is located on the property currently occupied by the Daily Review newspaper and three other adjacent parcels at the southwest corner of West Winton Avenue and Amador Street in the City of Hayward. The West Winton Avenue overpass borders the north property line.
General Plan:	General Commercial (GC)
Zoning:	General Commercial (GC)
Description of project:	The project is comprised of a 6 story, 185,823 sq.ft. office building on a 5.78 acre site. Primary access will be off of Amador Street and a service entrance is provided from Review Way. A total of 478 stalls on-site stalls, including 13 handicapped stalls are proposed. An additional 200 parking stalls will be provide off-site. Several Social Agency Branches and Programs currently located across the street in the Alameda County Office Building and at several satellite facilities will be relocated to the new facility. Approximately 70% of the employees anticipated to be housed in the new facility will come from existing facilities.
Surrounding land uses and setting:	North: Office buildings and Multi-family residences South: Alameda County 5 level parking structure East: Alameda County Automobile Maintenance Facility West: Alameda County Office Building and Hall of Justice
Other public agencies whose approval is required:	California Regional Water Quality Board Alameda County Health Care Service Agency City of Hayward Fire Department

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Land Use and Planning	☒ Transportation/Circulation	☒ Public Services
☐ Population and Housing	☐ Biological Resources	☐ Utilities and Service Systems
☒ Geological Problems	☐ Energy and Mineral Resources	☐ Aesthetics
☒ Water	☒ Hazards	☐ Cultural Resources
☒ Air Quality	☐ Noise	☐ Recreation
☐ Mandatory Findings Of Significance		

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

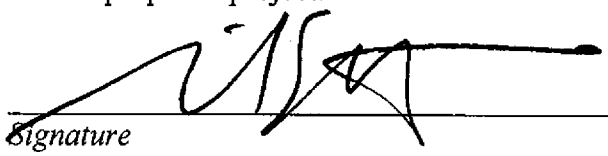
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Signature

February 4, 2000
Date

Richard E. Patenaude
Printed name

City of Hayward

ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
I. LAND USE AND PLANNING. *Would the proposal:*				
a) Conflict with general plan designation or zoning?	☐	☐	☐	☒
Comment: *The site is designated on the General Polices Plan Map and Zoning Map as General Commercial. The project conforms to the general plan designation and is a permitted use in the General Commercial District.*				
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	☐	☐	☐	☒
c) Be incompatible with existing land use in the vicinity?	☐	☐	☐	☒
Comment: *The project will be compatible with existing land use. The site is surrounded by office and commercial facilities, and a multi-family residential development. The West Winton overpass separates the multi-family residential development from the proposed office building. Alameda County facilities are located to the south, east and west of the project site.*				
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	☐	☐	☐	☒
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒
II. POPULATION AND HOUSING. *Would the proposal:*				
a) Cumulatively exceed official regional or local population projections?	☐	☐	☐	☒
Comment: *The proposed land use is consistent with those anticipated in the general plan. Development of*				

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
the proposed project would not affect population projections, induce substantial growth or displace existing housing.				
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	☐	☒
c) Displace existing housing, especially affordable housing?	☐	☐	☐	☒
III. GEOLOGIC PROBLEMS. *Would the proposal result in or expose people to potential impacts involving:*	☐	☐	☐	☒
a) Fault rupture?				
Comment: *The project site is not located within a "State of California Earthquake Fault Zone". The site is located approximately 7/8th of a mile from the Hayward Fault system.*				
It is likely that the site will be subjected to a major earthquake during the life of the proposed structure. No active faults are believed to exist within the project site. Therefore, during such an event it is unlikely that surface rupture due to faulting or severe ground shaking will occur at the site; however, ground-shaking may be violent.				
b) Seismic ground shaking?	☐	☒	☐	☐
Comment: *The project will be subject to seismic ground shaking typical of all developments in the Bay Area.*				
Mitigation: *The proposed project will be required to be built to the most recent Uniform Building Code regulations. Portions of the code are dedicated to minimizing seismic risk.*				
c) Seismic ground failure, including liquefaction?	☐	☐	☐	☒
d) Seiche, tsunami, or volcanic hazard?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e) Landslides or mudflows?	☐	☐	☐	☒
f) Erosion, changes in topography or unstable soil Conditions from excavation, grading, or fill?	☐	☐	☐	☒
g) Subsidence of land?	☐	☐	☐	☒
h) Expansive soils?	☐	☐	☐	☒
i) Unique geologic or physical features?	☐	☐	☐	☒

IV. WATER. *Would the proposal result in:*

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	☐	☐	☐	☒
b) Exposure of people or property to water related hazards such as flooding?	☐	☐	☐	☒
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity?	☐	☐	☐	☒
d) Changes in the amount of surface water in any water body?	☐	☐	☐	☒
e) Changes in currents, or the course or direction of water movements?	☐	☐	☐	☒

Comment: *The project site is largely covered with an impervious surface. The proposed development should have no impact on the absorption rates, drainage patterns or the rate and amount of surface runoff. Drainage structures are provided throughout the proposed driveway and parking lot. This should minimize any surface runoff on to adjacent properties.*

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	☐	☐	☐	☒
g) Altered direction or rate of flow of groundwater?	☐	☐	☐	☒
h) Impacts to groundwater quality?	☐	☒	☐	☐

Comment: *A Phase II Investigation Report, dated November 1999 was prepared by D&M Consulting Engineers, Inc. Ground water samples were taken from the Hinman, Trapold and Florez properties..*

Laboratory analyses of the ground water samples detected no TPH (Total Petroleum Hydrocarbons) as stoddard at these locations. A low level (100 parts per billion) of hydraulic fluid were detected on the Florez property. This is likely a remnant from the automobile repair business that formerly occupied the property. All three properties contain low levels (1.1 to 56 parts per billion) of VOC (Volatile Organic Compound) including chloroform, 1,1-dichloroethene, tetrachloroethane, 1,1,1-trichloroethane, and trichloroethane.

Mitigation Measures: *See IX. Hazards, c.*

i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
V. AIR QUALITY. *Would the proposal:*				
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☒	☐	☐
b) Expose sensitive receptors to pollutants?	☐	☐	☒	☐
c) Alter air movement, moisture, or temperature, or cause any change in climate?	☐	☐	☐	☒
d) Create objectionable odors?	☐	☐	☐	☒
VI. TRANSPORTATION/CIRCULATION. *Would the proposal result in:*				
a) Increased vehicle trips or traffic congestion?	☐	☒	☐	☐

Comments: *Air pollutants, especially suspended particulates, would be generated intermittently during the construction period. This is a potentially significant impact.*

Mitigation Measures: *In order to reduce intermittent air pollutants during the construction phase, the developer shall ensure that unpaved construction areas are sprinkled with water as necessary to reduce dust generation, construction equipment is maintained and operated in such a way as to minimize exhaust emissions, and if construction activity is postponed and the site is left exposed, the developer shall immediately revegetate the area.*

Implementation of this measure will reduce air quality impacts to a level of significance.

Monitoring: *Condition of Approval*

Comment: *A traffic impact analysis report dated January 19, 2000 was prepared by TJKM, Traffic Consultants, to determine the significant traffic impacts associated with this project. The following*

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

four intersections were analyzed:

1. *West Winton Ave/Santa Clara St.*
2. *West Winton Ave/Amador St.*
3. *Winton Ave/Soto Rd./Myrtle St.*
4. *Amador St./Elmhurst St.*

Impacts: *The study concluded that the project will increase vehicle trips and traffic. However, only the intersection of West Winton Avenue/Amador Street is projected to operate at an unacceptable level of service (below LOS D) during the afternoon peak hour. All other intersections are expected to operate at acceptable levels of service (minimum LOS D) during the morning and afternoon peak hours.*

Mitigation Measures: *The following mitigation measures shall be incorporated into the project:*

1.) To improve the level of service at West Winton Avenue/Amador Street during the afternoon peak hour, "protected signal phasing" and restriping of the northbound and southbound Amador Street would need to be implemented. Protected phasing means that the signal is programmed so that the northbound and southbound left turn movements get the green arrow signal indication at the same time while the northbound and southbound through movements are stopped. Hence, being "protected" from any conflicting movements.

2.) In addition, the southbound Amador Street approach would need to be restriped from a shared left-through lane to an exclusive left-turn lane. The existing shared right-through lane could remain. The northbound Amador Street approach would need to be restriped to include two exclusive left-turn lanes and a shared through-right lane. This restriping would require the elimination of a southbound through lane from the south leg of the intersection. Furthermore, the radius at the southwest corner may need to be increased to accommodate eastbound right-turns by larger vehicles, such as buses. With these changes, the intersection is expected to operate at LOS D (38.9 seconds of delay) during the p.m. peak hour

3.) Bus turnouts shall be provided along Amador St. to facilitate traffic movement.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

Implementation of these measures will reduce potentially significant impacts to a level of insignificance.

Monitoring: *Conditions of Approval.*

b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☐ ☒

c) Inadequate emergency access or access to nearby uses? ☐ ☒ ☐ ☐

Comment: *Emergency access is inadequate for fire apparatus at the service entrance off of Review Way.*

Impact: *At the service entrance, the turnaround is inadequate and needs to be larger.*

Mitigation Measures:
Enlarge the turnaround at the service entrance to accommodate fire apparatus equipment.

Monitoring: *Condition of Approval*

d) Insufficient parking capacity onsite or offsite? ☐ ☐ ☐ ☒

Comment: *The project requires 744 parking stalls (4 spaces per 1000 GSF). The project will provide 371 standard, 105 compact and 13 accessible onsite surface parking stalls, bringing the total to 489 stalls. 200 of the additional 255 stalls will be provided offsite in the existing adjacent 5-level Alameda County parking structure. A vehicle access to the adjacent parking structure will be provided from the project's onsite surface parking lot. The remaining 55 spaces can be provided in an existing unused lot owned by Alameda County to the east of the parking structure; this lot can be made available for this project per correspondence from Alameda County.*

In a revised traffic study prepared by TJKM, dated January 19, 2000, they concluded after performing a

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
parking survey that during the peak parking period (9:30 a.m.), 295 spaces were occupied and 200 plus spaces were available in the parking structure thereby providing more than the required parking spaces. *The developer may request a 15% reduction in the required number of parking spaces (112 stalls) if it is determined that the project is in proximity to a transportation corridor per the City's parking ordinance. However, the Santa Clara Neighborhood Plan policies discourage development that creates parking impacts for the surrounding neighborhood.*				
e) Hazards or barriers for pedestrians or bicyclists?	☐	☐	☐	☒
f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
g) Rail, waterborne or air traffic impacts?	☐	☐	☐	☒
VI. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*				
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	☐	☐	☐	☒
b) Locally designated species (e.g., heritage trees)?	☐	☐	☐	☒
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☐	☒
d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e) Wildlife dispersal or migration corridors?	☐	☐	☐	☒
VIII. ENERGY AND MINERAL RESOURCES. *Would the proposal:*				
a) Conflict with adopted energy conservation plans?	☐	☐	☐	☒
b) Use nonrenewable resources in a wasteful and inefficient manner?	☐	☐	☐	☒
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
IX. HAZARDS. *Would the proposal involve:*				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation)?	☐	☐	☐	☒
b) Possible interference with an emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

Comment: *The height of the building (87 feet) poses emergency evacuation concerns for persons located on the upper floors of the building.*

Impact: *During a fire, persons on the upper floors have no means to escape a fire located on a lower floor.*

Mitigation Measures: *The following mitigation measures are required by the City of Hayward Fire Chief and shall be incorporated into this project:*

1) Provide a place of refuge within the building, which conforms to the UBC for construction requirements and meets 2-hour construction. This may be provided within the smoke towers

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

with vestibules constructed of minimum 2-hour construction.

2) *Provide a central station monitored manual fire alarm system capable of providing local alarm notification throughout the building. The system shall meet ADA installation requirements which includes providing horns, strobes, etc.*

3) *Provide smoke towers within the stairwells that are adequately pressurized for smoke removal throughout the entire stairwell.*

4) *Provide a phone jack telephone communication system within the smoke towers (stairwells) and at each stairwell landing for the fire department to utilize.*

Monitoring: *Conditions of approval*

c) The creation of any health hazard or potential health hazard? ☐ ☒ ☐ ☐

Comment: *A Phase II Investigation Report, dated November 1999 was prepared by D&M Consulting Engineers, Inc.(DMCE) in response to concerns expressed in DMCE's Phase I Environmental Site Assessment (ESA) dated October 29, 1999. The reports investigated the following properties:*

1) Florez Property (36 W. Winton Ave.)
2) Hinman Property (72 W. Winton Ave.)
3) Daily Review Property (116 W. Winton Ave.)
4) Trapold Property (54 Moran Court)

The Phase II Investigation report concluded the following:

1) Contamination from the former stoddard solvent tanks were found in the soil on the Trapold property. Contamination extends to a depth of at least 28 feet with the greatest impact just below the level of the former tanks at approximately 12 feet (2,300 ppm) extending to 20 feet (1,300 ppm).

2) No solvents or hazardous levels of metal were detected in the soil adjacent to the catch basin in the building or the sump outside the building on the Daily Review property.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

3) *No significant lead impacts were detected in the soil around the compressor room on the Daily Review property.*
4) *A low level (100ppb) of hydraulic fluid was detected in the ground water on the Florez property. Low levels of chlorinated solvents were detected in the ground water samples from the Florez, Trapold and Hinman properties. See IV Water,h. for more details.*
5) *A low level (93 ppm) of motor oil was detected in the shallow soil adjacent to the west side of the former automotive repair facility on the Florez property. Only minor levels of TPH as diesel (1.7 ppm) and TPH as stoddard (1.3ppm) were detected in the shallow soil in front of the garage on the Hinman property.*
6) *An old agricultural well is present on the Florez property according to a member of the Florez family. Another abandoned water producing well is located on the northeast portion of the Trapold property. A monitoring well is also reported to be on the northeast side of the Trapold property, but was not found even after checking the mapped location with metal detection equipment and clearing of debris.*

Mitigation Measures:

1) *Stoddard Solvent Tank Contamination (Trapold property)*
   a) *Perform additional characterization of the extent of the stoddard solvent impact.*
   b) *Evaluate remedial alternatives, including no further action, and prepare a Corrective Action Plan and/or prepare a case closure request as appropriate.*
   c) *Provide Alameda County, Department of Health Care, Environmental Health Services Branch with the necessary information so they may request case closure to the California Water Quality Control Board (CWQCB).*
   d) *See #5*
2) *Chorinated Solvent Contamination (Trapold, Florez and Hinman property)*
   a) *Request and Obtain Comfort letter/no further action letter to Developer from the CWQCB, that site is not considered the source, levels are decreasing and no action is required to be taken to clean up the site or mitigate contamination.*
   b) *Request a no further action letter concurring*

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*

that levels are decreasing and presents no significant health risk to human health.

3) *Other Contaminants (oil & grease, etc.)*
   a) *Obtain any necessary closures. See #5.*
4) *Abandon Well (Trapold and Florez property)*
   a) *Properly close the water-producing wells on the Trapold and Florez property. Also locate and close the monitoring well on the Trapold property unless the well is retained for future ground water monitoring.*
   b) *Ensure well is not contaminated.*
   c) *See #5.*
5) *Site Health Based Clearance*
   a) *Obtain a letter from Alameda County Health Care, Environmental Services Branch indicating that no significant health risk exist on the site for the proposed office building.*
   b) *Provide an indication that water will not be used beneath the site.*

Conditions of Approval of the project would require that all contamination issues related to the proposal be resolved to the satisfaction of the Alameda County Health Care Service Agency, California Regional Water Control Board (San Francisco Bay Region) and the City of Hayward Fire Department prior to commencement of grading.

d) Increased fire hazard in areas with flammable brush, grass, or trees?	☐	☐	☐	☒
X. NOISE. *Would the proposal result in:*				
a) Exposure of people to severe noise levels?	☐	☐	☐	☒
XI. PUBLIC SERVICES. *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*	☐	☒	☐	☐
a) Fire protection? *See IX Hazards, b*				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Maintenance of public facilities, including roads?	☐	☐	☐	☒
e) Other government services?	☐	☐	☐	☒

XII. UTILITIES AND SERVICE SYSTEMS.

Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities?

a) Power or natural gas?	☐	☐	☐	☒
Comment: *The proposed project would not result in a need for new systems or supplies, or substantial alterations to utilities including, power or natural gas, communications systems, sewer or septic tanks, solid waste disposal, or local or regional water supplies. At the present time there is existing power, drainage, and telephone services adjacent to the site.*				
b) Communications systems?	☐	☐	☐	☒
Comment: *See comment under XII. a.*				
c) Local or regional water treatment or distribution facilities?	☐	☐	☐	☒
Comment: *See comment under XII. a.*				
d) Sewer or septic tanks?	☐	☐	☐	☒
Comment: *See comment under XII. a.*				
e) Storm water drainage?	☐	☐	☐	☒
f) Solid waste disposal?	☐	☐	☐	☒
Comment: *See comment under XII. a.*				

g) Local or regional water supplies? ☐ ☐ ☐ ☒

Comment: *See comment under XII. a.*

XIII. AESTHETICS. *Would the proposal?*

a) Affect a scenic vista or scenic highway? ☐ ☐ ☐ ☒

b) Have a demonstrable negative aesthetic effect? ☐ ☐ ☒ ☐

Comment: *The façade of the proposed office building lacks visual interest from a pedestrian and motorist point of view. The City Design Guidelines call for giving "special attention to the architectural interest in pedestrian areas by using an articulated façade..." In addition, greater thought to the landscaping will soften and enhance the building, bring it to a pedestrian scale and direct visitors and staff to the entrances.*

Mitigation Measures: *The following mitigation measure shall be incorporated into the design of this project.*

1) *Revise architectural façade of the building to add decorative details to the belt courses and cornice band.*
2) *Provide columnar trees in the front of the building to emphasize the vertical bands on the building.*
3) *Provide a stronger accent treatment to the planting along the pathway to the rear main entrance to the building.*

Monitoring: *Condition of approval*

c) Create light or glare? ☐ ☐ ☒ ☐

Comment: *The development of the site may result in a negligible increase in light and glare generated from building and parking lot lighting, but will not have an adverse impact on surrounding areas.*

The following standard condition of approval will be required:

1) A proposed lighting plan is required for submittal to be reviewed and approved by the Planning Director prior to issuance of occupancy permits.

XIV. CULTURAL RESOURCES. *Would the proposal:*

a) Disturb paleontological resources? ☐ ☐ ☐ ☒

Comment: *No archaeological or paleontological resources are known to exist at the project site.*

b) Disturb archaeological resources? ☐ ☐ ☐ ☒

Comment: *See comment under XIV. a.*

Impacts:

If previously unknown resources are encountered during grading activities, this could result in a potentially significant impact.

Mitigation Measures:

1) The City shall require standard mitigation measures in connection with potential archaeological resources. Any appropriate historical artifacts unearthed on the site in connection with the construction of the proposed project shall be offered to the Hayward Area Historical Society at no charge.

Implementation of these mitigation measures will ensure that the project has a less than significant impact related to cultural resources.

c) Have the potential to cause a physical change that would affect unique cultural values? ☐ ☐ ☐ ☒

Comment: *There are no known cultural nor historical resources on the site.*

d) Restrict existing religious or sacred uses within the potential impact area? ☐ ☐ ☐ ☒

XV. RECREATION. *Would the proposal:*

a) Increase the demand for neighborhood or regional parks or other recreational facilities? ☐ ☐ ☐ ☒

b) Affect existing recreational opportunities? ☐ ☐ ☐ ☒

VI. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

☐ ☐ ☐ ☒

b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

☐ ☐ ☐ ☒

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)

☐ ☐ ☐ ☒

d) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

☐ ☐ ☐ ☒

XVII. EARLIER ANALYSES.

a) **Earlier analyses used.** None

b) **Impacts adequately addressed.** Yes

Mitigation measures. Mitigation measures are included and will be incorporated into the project as conditions of approval.

MITIGATION MONITORING PROGRAM
ASP ALAMEDA LLP
SPR 99-130-15
West Winton Avenue/Amador Street

1. *LAND USE & PLANNING* – No mitigation required

2. *POPULATION & HOUSING* – No mitigation required

3. *GEOLOGIC PROBLEMS*

Mitigation Measure: Project to be built to the most recently-adopted Uniform Building Code regulations
Implementation Responsibility: City
Verification Responsibility: City Building Division
Monitoring Schedule during Plan Review: Prior to approval of building permit
Monitoring Schedule during Construction/Implementation: On-going during construction and prior to issuance of certificate of occupancy

4. *WATER* – see *9. HAZARDS* below

5. *AIR QUALITY*

Mitigation Measure: Reduce intermittent air pollutants during construction phase through dust control
Implementation Responsibility: City
Verification Responsibility: City Building Division
Monitoring Schedule during Plan Review: N/A
Monitoring Schedule during Construction/Implementation: On-going during construction

6. *TRANSPORTATION/CIRCULATION*

Mitigation Measure: Implement "protected traffic signal phasing" at the intersection of West Winton Avenue/Amador Street
Implementation Responsibility: City
Verification Responsibility: City Engineering Division
Monitoring Schedule during Plan Review: N/A
Monitoring Schedule during Construction/Implementation: Condition of Approval – Prior to occupancy of the building

Mitigation Measure: Restripe Amador Street and increase radius of SW corner of West Winton Avenue/Amador Street

Implementation Responsibility: City
Verification Responsibility: City Engineering Division
Monitoring Schedule during Plan Review: Condition of Approval – Prior to approval of building permit
Monitoring Schedule during Construction/Implementation: Condition of Approval – Prior to occupancy of building

Mitigation Measure: Install bus turnouts on Amador Street
Implementation Responsibility: City
Verification Responsibility: City Engineering Division
Monitoring Schedule during Plan Review: Condition of Approval – Prior to approval of building permit
Monitoring Schedule during Construction/Implementation: Condition of Approval – Prior to occupancy of building

Mitigation Measure: Provide adequate turnaround for emergency vehicles at service entrance
Implementation Responsibility: City
Verification Responsibility: City Fire Department
Monitoring Schedule during Plan Review: Condition of Approval – Prior to approval of building permit
Monitoring Schedule during Construction/Implementation: Condition of Approval – Prior to occupancy of building

7. ***BIOLOGICAL RESOURCES*** – No mitigation required

8. ***ENERGY & MINERAL RESOURCES*** – No mitigation required

9. ***HAZARDS***

Mitigation Measures: Provide a place of refuge for evacuation purposes, a central station monitored manual fire alarm system, smoke towers within the stairwells, and a phone jack telephone communication system
Implementation Responsibility: City
Verification Responsibility: Fire Department
Monitoring Schedule during Plan Review: Prior to issuance of building permits
Monitoring Schedule during Construction/Implementation: On-going during the post-construction period throughout the life of the project

Mitigation Measures: Perform additional characterization of contamination, evaluate remedial alternatives, and obtain case closure
Implementation Responsibility: City
Verification Responsibility: Fire Department, HazMat Division

Monitoring Schedule during Plan Review: Conditions of approval – Prior to issuance of building permits
Monitoring Schedule during Construction/Implementation: N/A

Mitigation Measures: Close water-producing and monitoring wells
Implementation Responsibility: City
Verification Responsibility: Fire Department, HazMat Division
Monitoring Schedule during Plan Review: Conditions of approval – Prior to issuance of building permits
Monitoring Schedule during Construction/Implementation: N/A

10. ***NOISE*** – No mitigation required

11. ***PUBLIC SERVICES*** – See *9. HAZARDS* above

12. ***UTILITIES & SERVICE SYSTEMS*** – No mitigation required

13. ***AESTHETICS***

Mitigation Measure: Revise architectural façade and landscape emphases
Implementation Responsibility: City
Verification Responsibility: Planning Division
Monitoring Schedule during Plan Review: Condition of approval – Prior to issuance of building permits
Monitoring Schedule during Construction/Implementation: Condition of approval – Prior to occupancy of the building

14. ***CULTURAL RESOURCES*** – No mitigation required

15. ***RECREATION*** – No mitigation required

EXHIBIT F

TJKM Transportation Consultants

January 19, 2000

Mr. Paul Pletcher
Alex S. Palmer & Co.
1801 West End Avenue, Suite 1600
Nashville, TN 37203

Subject: **Traffic Study of the Winton Avenue/Amador Street Office Building in the City of Hayward (TJKM No. 64-090)**

Dear Paul:

This letter report presents the results of TJKM's traffic impact analysis of the proposed office building development for the Alameda County General Services Agency to be located on the southeast corner of West Winton Avenue and Amador Street. The primary focus of the study is to determine the significant traffic impacts associated with the development of the project. The study area is shown in Figure 1.

Project Description

The proposed project consists of a six-story 187,000 square-foot office building with primary access from Amador Street. A secondary access for service vehicles only is from Review Way. The office building will be served by a 459-space surface parking lot. Currently, the Daily Review Newspaper occupies the site. The site plan is shown in Figure 2.

Summary

All four of the study intersections are currently operating at acceptable levels of service. However, the intersection of West Winton Avenue/Amador Street is expected to operate at an unacceptable level of service during the p.m. peak hour under the Existing plus Project and Cumulative plus Project Scenarios. Improvement measures at this intersection would need to be implemented in order for this intersection to operate acceptably.

The parking analysis indicates that about 220 of the 515 spaces at the County Parking Structure are available during the peak parking period at 9:30 a.m. on a weekday. Therefore, should the County opt to lease 200 spaces for the office use, there is sufficient parking available.

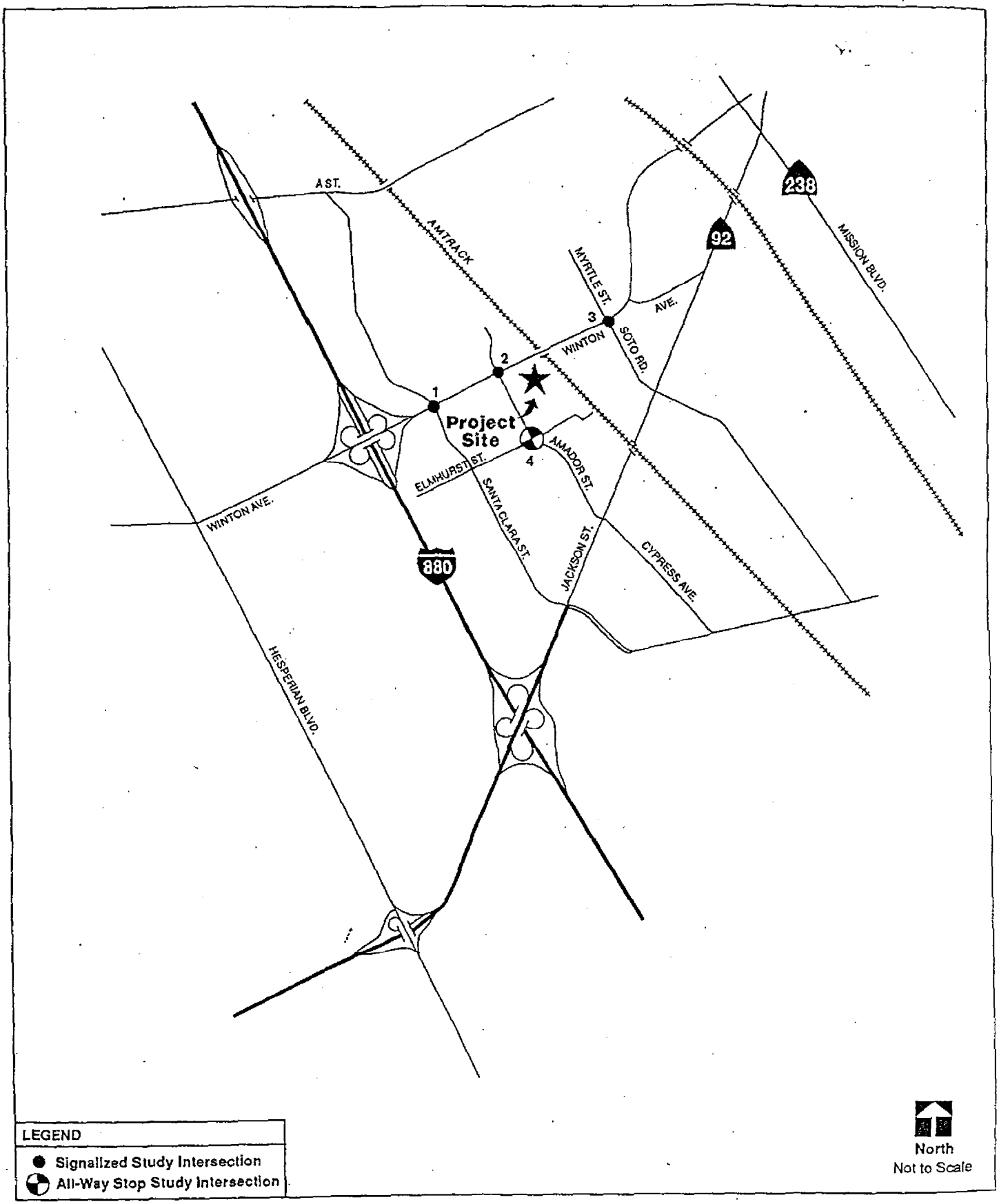
Under the Cumulative plus Project Scenario, mitigation required at the West Winton Avenue/Amador Street intersection would allow for the construction of back-to-back left turn lanes on northbound Amador Street at the intersection and southbound Amador Street to enter the project driveway.

Intersection Analysis Methodology

Four intersections were analyzed for this study. These are listed below and shown in Figure 1.

1. West Winton Avenue/Santa Clara Street
2. West Winton Avenue/Amador Street
3. Winton Avenue/Soto Road/Myrtle Street
4. Amador Street/Elmhurst Street

4234 Hacienda Drive, Suite 101, Pleasanton, California 94588-2721, (925) 463-0611, Fax (925) 463-3690, email tjkm@tjkm.com
Pleasanton and Santa Rosa



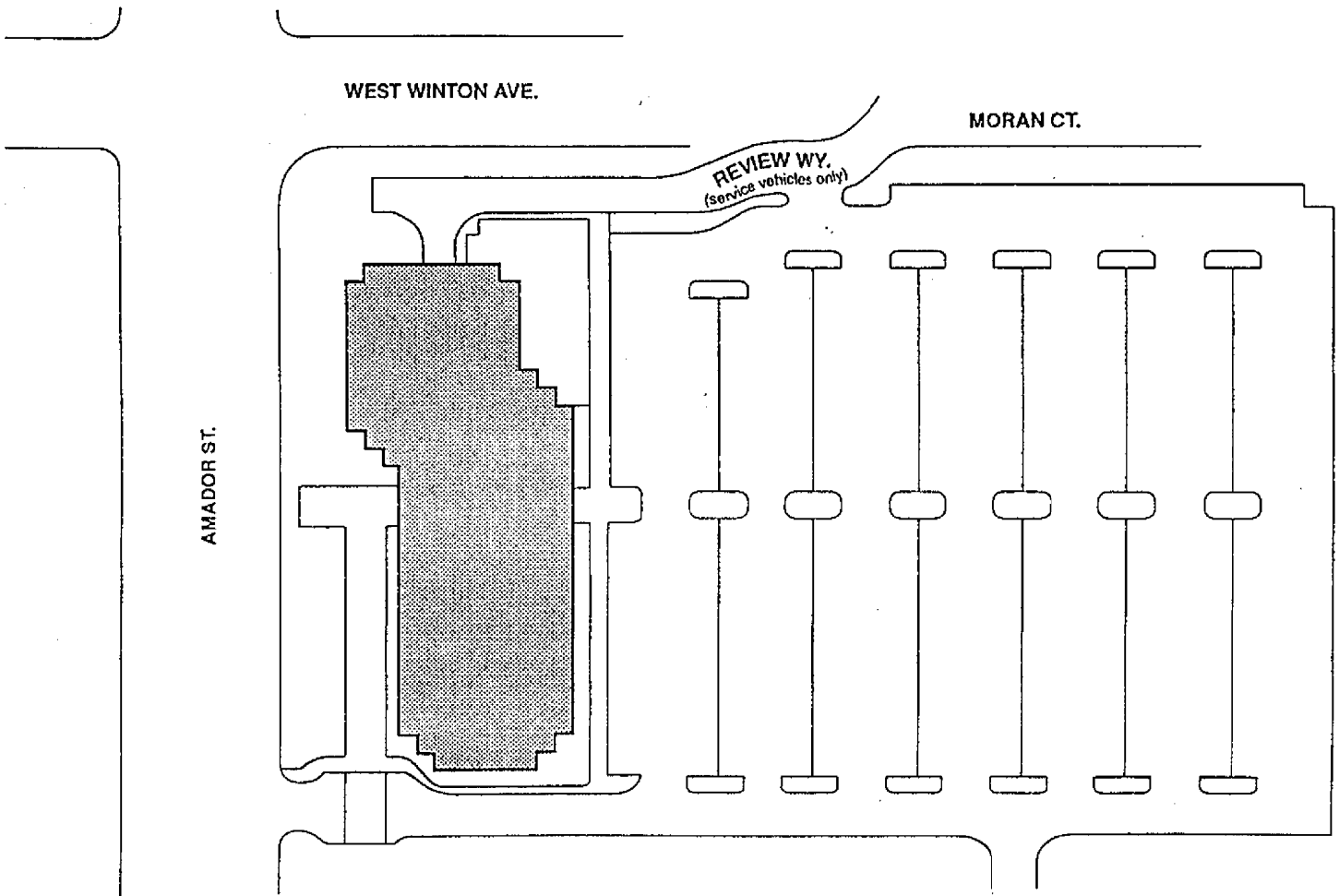
Alameda County GSA
Proposed Office Building

Vicinity Map

Figure 1

TJKM

169-007 - 9/97 - KL



Alameda County GSA
Proposed Office Building

Site Plan

Figure
2

TJKM

64-085 - 5/99 - GI

The following four scenarios were addressed in the study:

1. *Existing Conditions* - Current (1999) traffic volumes and roadway conditions.
2. *Existing plus Project Conditions* - This scenario adds traffic from the proposed project to the existing traffic volumes.
3. *Cumulative Conditions* – Existing traffic volumes plus traffic generated from planned or approved projects in the project study area.
4. *Cumulative plus Project Conditions* – Cumulative volumes plus project generated traffic.

The operating conditions at signalized and unsignalized study intersections were analyzed in TRAFFIX using the *1994 Highway Capacity Manual (HCM)* methodology. This methodology determines the capacity for each lane group approaching an intersection. Appendix A contains a detailed description of the methodologies. Peak hour intersection conditions for the signalized and unsignalized (all-way STOP controlled) intersections are reported as average stopped delay in seconds per vehicle with corresponding levels of service.

Level of service (LOS) ratings are qualitative descriptions of intersection operations and are reported using an A through F letter rating system to describe travel delay and congestion. LOS A indicates free flow conditions with little or no delay and LOS F indicates congested conditions with excessive delays and long back-ups.

The City of Hayward prefers to have its roadways and intersections operate at a minimum of LOS D. Therefore, LOS D was used as the standard of significance in this traffic study. LOS E or worse is considered an unacceptable level of service.

Pedestrian Crossing Times

As requested by the City, the total pedestrian crossing times (at a rate of four feet per second) were used in the levels of service analysis and represent the minimum green times for traffic at the study intersections. The southbound, northbound, westbound and eastbound directions of traffic corresponds to crossing times for pedestrians crossing the west, east, north and south legs of the intersection, respectively. Table I shows the calculated pedestrian crossing times used in the levels of service analysis. Pedestrian crossing times (or minimum green times for traffic) are not included for those legs of the intersection that do not have crosswalks.

Table I
Pedestrian Crossing Times

Intersection	Pedestrians crossing the:	Dir. of Traffic	Pedestrian Crossing Time in seconds
W. Winton Ave./Santa Clara St.	East leg	Northbound	22
	North leg	Westbound	23
	South leg	Eastbound	23
W. Winton Ave./Amador St.	West leg	Southbound	22
	South leg	Eastbound	17
W. Winton Ave./Soto Rd.	West leg	Southbound	21
	East leg	Northbound	21
	North leg	Westbound	13
	South leg	Eastbound	16

Signal Warrants

All study intersections are signalized, except for the intersection of Amador Street/Elmhurst Street, which is all-way STOP controlled. The Caltrans peak hour signal warrant was used to evaluate this intersection for signalization under all four Scenarios. Since the intersection did not satisfy the warrant under any of the Scenarios, Amador Street/Elmhurst Street was assumed to remain all-way STOP controlled for level of service calculations. The peak hour signal warrant worksheet is provided in Appendix F for the worst-case scenario, Cumulative plus Project.

Furthermore, a signal warrant analysis and an all-way STOP warrant analysis was conducted at Amador Street and the project driveway. For a worst-case analysis, it was assumed that access to the parking garage would be closed on Elmhurst Street and that all of the project traffic would access the site via the Amador Street driveway. Under the Cumulative plus Project Scenario, signalization or all-way STOP control at the Amador Street/project driveway intersection is not warranted.

Existing Conditions

Levels of Service Analysis

Turning movement counts for the a.m. and p.m. peak hours for the study intersections of West Winton Avenue/Santa Clara Street and West Winton Avenue/Amador Street were provided in *Sobrato Condominium Development Traffic Impact Study* prepared by Fehr & Peers Associates, Inc. (June 9, 1998). Existing a.m. and p.m. turning movement counts at the intersections of Winton Avenue/Soto Road and Amador Street/Elmhurst Street were conducted by TJKM during the week of May 10, 1999. Figure 3 illustrates the existing peak hour turning movements for the existing study intersections.

Table II summarizes the results of the intersection levels of service analysis for existing conditions. As shown in the table, the analysis indicates that all of the study intersections currently operate at acceptable service levels, LOS D or better. The detailed calculations of the level of service analysis are contained in Appendix B.

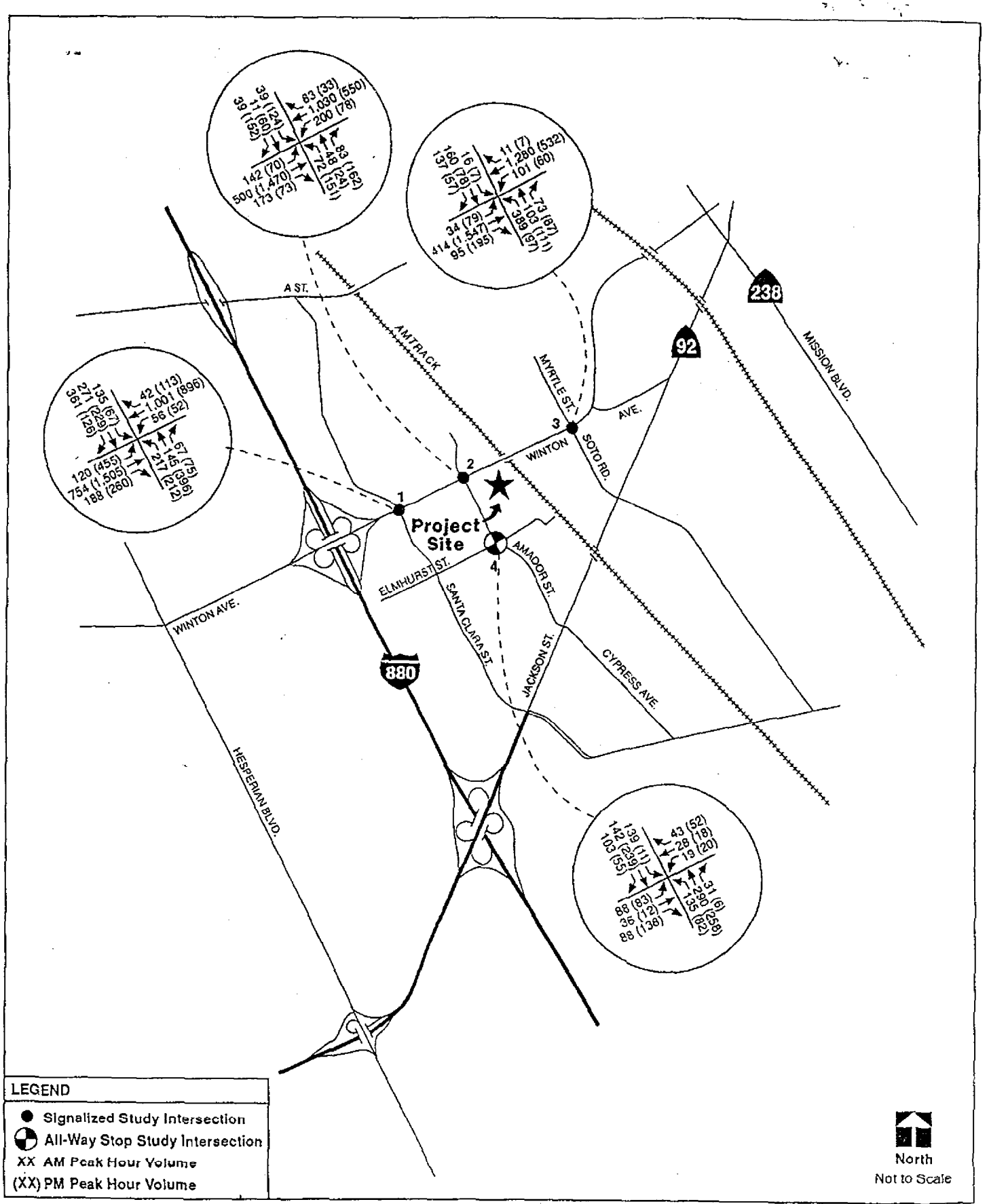
Table II
Levels of Service - Existing Conditions

	Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
1	West Winton Avenue/Santa Clara Street	Signal	28.5	D	29.8	D
2	West Winton Avenue/Amador Street	Signal	14.9	B	18.9	C
3	Winton Avenue/Soto Road	Signal	28.8	D	19.8	C
4	Amador Street/Elmhurst Street	All-way STOP	10.6	C	6.0	B

Note: Delay reported in seconds per vehicles.

Existing plus Project Conditions

The trip generation and distribution assumptions were determined for the proposed project. Project trips were then assigned to the roadway network and added to the existing traffic at the study intersections. The resulting trip generation and distribution assumptions are described below.



Alameda County GSA
Proposed Office Building

Existing Peak Hour Traffic Volumes

Figure 3

TJKM

64-090 - 11/99 - LH

Project Trip Generation

The proposed project is expected to generate 333 a.m. peak hour trips and 321 p.m. peak hour trips. Vehicle counts were taken at the existing Daily Review driveways and were subtracted from the estimated trip generation assumptions to determine the net new trips added to the study intersections. Based on these counts, the proposed project is expected to generate a net new of 217 a.m. peak hour trips and 225 p.m. peak hour trips. The trip generation assumptions for the project are based on information contained in *Trip Generation*, Sixth Edition, published by the Institute of Transportation Engineers. Table III summarizes the estimated trip generation for the proposed project.

Table III
Trip Generation

Use	Size	A.M. Peak Hour					P.M. Peak Hour				
		Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Office	187 ksf	1.78	89:11	296	37	333	1.72	15:85	48	273	321
Existing Daily Review Trips				-89	-27	-116			-20	-76	-96
Net Total Trips				207	10	217			28	197	225

Rate Source: *Trip Generation*, Institute of Transportation Engineers, Sixth Edition, 1997.

Trip Distribution and Assignment

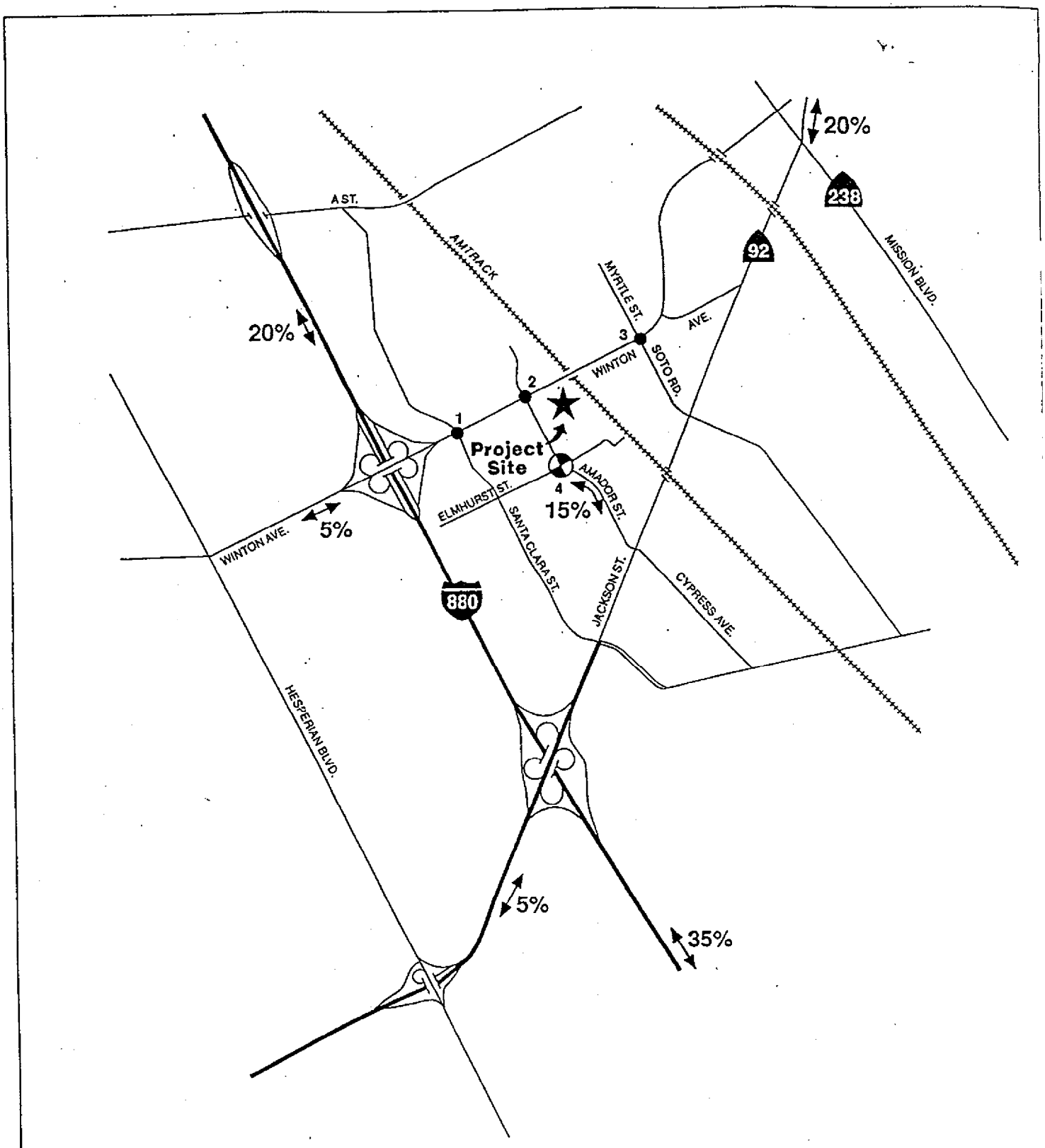
Project trip distribution assumptions were developed based on existing travel patterns and knowledge of the study area. The trip distribution assumptions for the proposed project are:

- 35 percent would travel on Interstate 880 (I-880) to and from the south.
- 20 percent would travel on I-880 to and from the north.
- 20 percent would travel on Winton Avenue to and from the east.
- 15 percent would travel on Amador Street to and from the south.
- 5 percent would travel on State Route 92 to and from the west.
- 5 percent would travel on West Winton Avenue west of I-880 to and from the west

Figure 4 illustrates the trip distribution assumptions for the proposed project. The project trips were assigned to the study intersections using these trip distribution assumptions to develop forecasts for project traffic volumes at the study intersections and are shown on Figure 5. It was assumed that all project trips will enter and exit from the single driveway on Amador Street. Figure 6 illustrates the Existing plus Project peak hour turning movement volumes.

Levels of Service Analysis

With the addition of project traffic, all of the study intersections are expected to operate acceptably during the a.m. peak hour. During the p.m. peak hour, three of the four study intersections are expected to continue to operate acceptably. The intersection of West Winton Avenue/Amador Street is expected to deteriorate from LOS C to LOS E during the p.m. peak hour with the addition of project traffic. This is due to the addition of about 160 project trips to the northbound Amador Avenue approach. The results of the level of service analysis performed for this scenario are illustrated in Table IV. Detailed calculations for the Existing plus Project Scenario are contained in Appendix C.



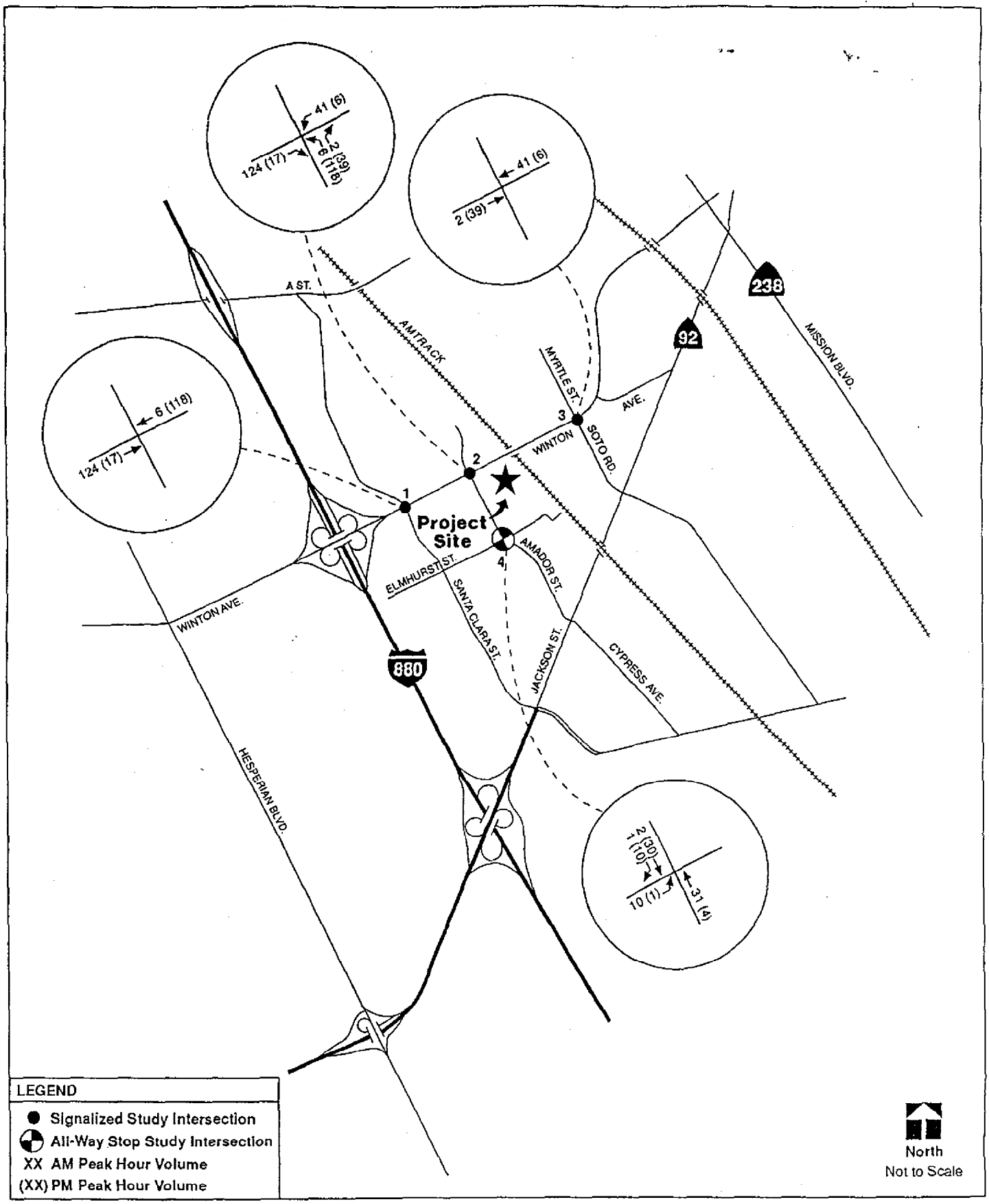
Alameda County GSA
Proposed Office Building

Trip Distribution

Figure 4

TJKM

64-085 - 9/97 - KL



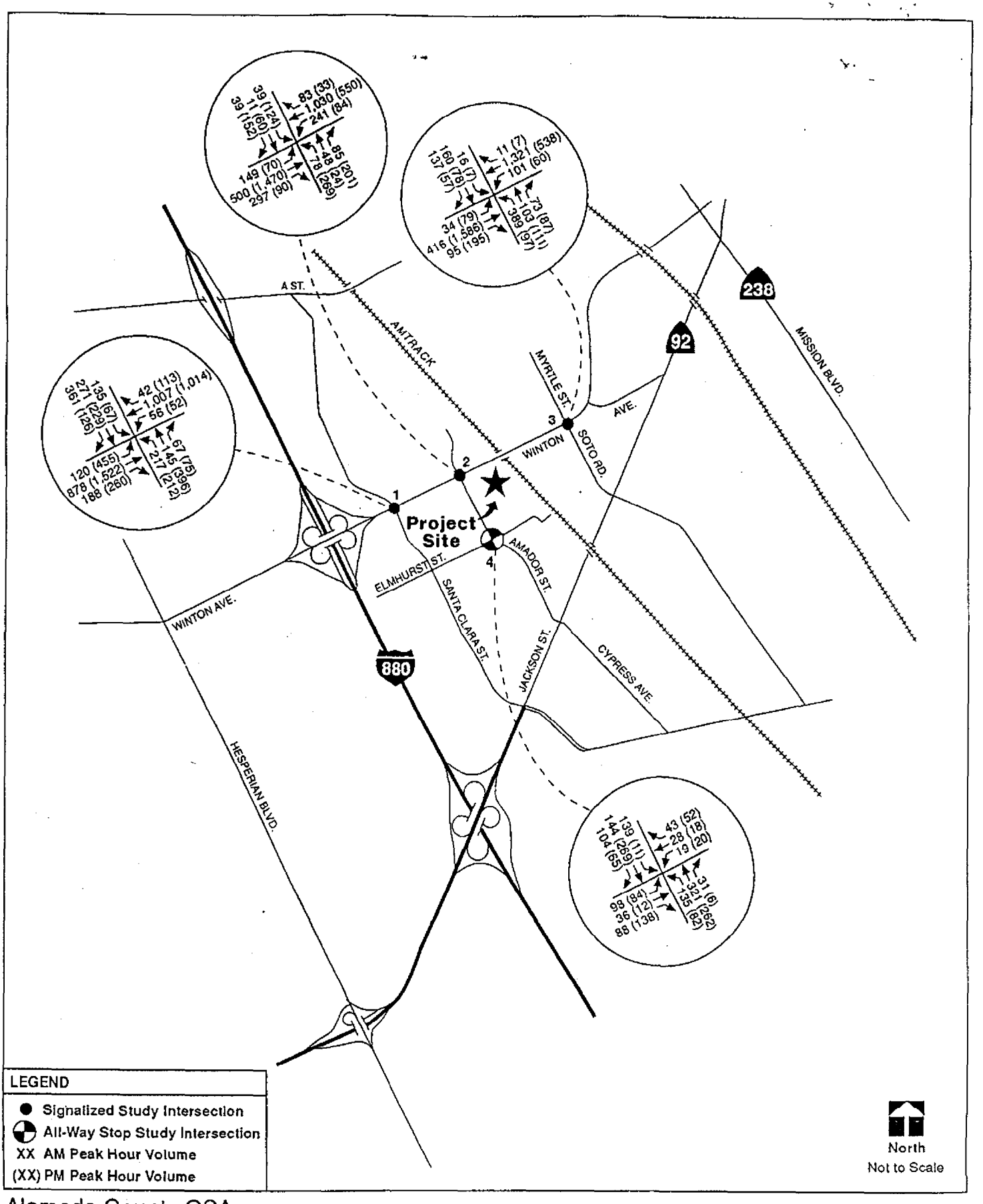
Alameda County GSA
Proposed Office Building

Project Trips Only

Figure
5

TJKM

64-090 - 01/00 - LH



Alameda County GSA
Proposed Office Building

Figure 6

Existing + Project Peak Hour Traffic Volumes

64-090 - 11/99 - LH

Table IV
Levels of Service – Existing plus Project Conditions

	Intersection	Existing				Existing plus Project			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	W. Winton Ave./Santa Clara St.	28.5	D	29.8	D	28.6	D	33.4	D
2	W. Winton Ave./Amador St.	14.9	B	18.9	C	15.4	C	53.1	E
3	Winton Ave./Soto Rd.	28.8	D	19.8	C	29.7	D	20.4	C
4	Amador St./Elmhurst St.	10.6	C	6.0	B	12.1	C	6.5	B

Note: Delay reported in seconds per vehicles.

Mitigation Measures

Under this scenario, only the intersection of West Winton Avenue/Amador Street is projected to operate at an unacceptable level of service (LOS E) during the p.m. peak hour. However, the level of service will improve to LOS D (32.7 seconds of delay) by implementing "split signal phasing" on Amador Street at West Winton Avenue. Split phasing means that the signal is programmed so that the northbound and southbound Amador Street movements get the green signal indication at different times, rather than simultaneously as they do now. This type of phasing makes it easier for drivers to make the northbound left turn movement, which will be used more with the development of the project. The detailed calculations reflecting the above changes are also provided in Appendix C.

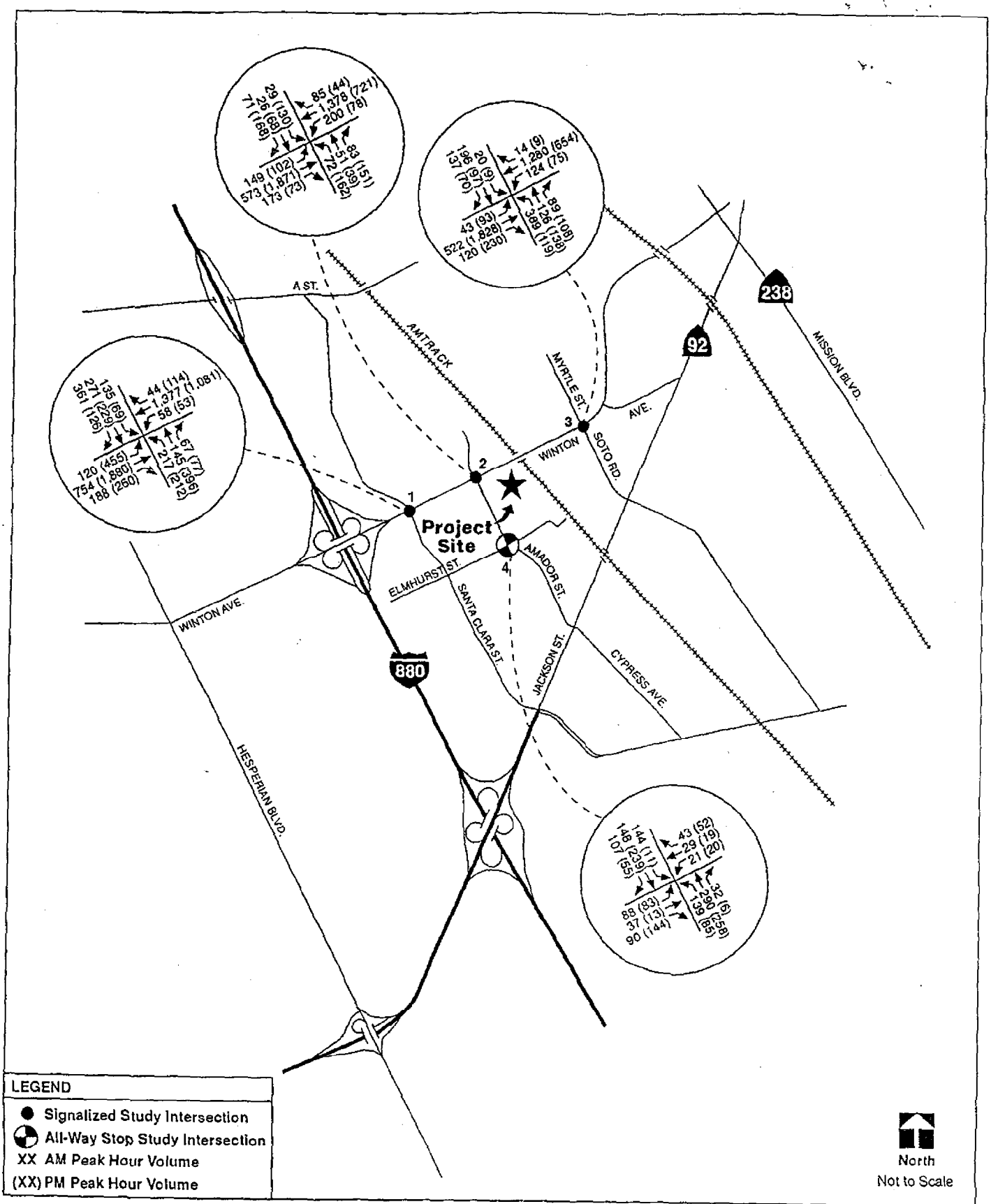
Cumulative Conditions

Levels of Service Analysis – Without Project

This scenario includes existing traffic plus traffic generated from planned or approved projects within the project study area. The potential development in the project vicinity consists of 1,101 single-family attached housing (e.g., condominiums or townhouses) and 14 single-family detached homes. Turning movement counts for this scenario, shown on Figure 7, were based on Cumulative plus Project counts provided in *Sobrato Condominium Development Traffic Impact Study* prepared by Fehr & Peers Associates, Inc. (June 9, 1998). Table V summarizes the results of the intersection levels of service analysis for Cumulative Traffic Conditions. As shown in the table, the levels of service analysis indicate that all of the study intersections are expected to operate at acceptable service levels. Detailed calculations are contained in Appendix D.

Levels of Service Analysis – Plus Project

This scenario is similar to the Cumulative Scenario with the addition of traffic from the proposed project. Turning movement volumes are shown on Figure 8. Table V also provides a comparison between the results of the levels of service calculations for the Cumulative and Cumulative plus Project Scenarios. With the proposed project, West Winton Avenue/Amador Street is expected to operate at an unacceptable level of service (LOS F) during the p.m. peak hour. Detailed levels of service calculations are contained in Appendix E.

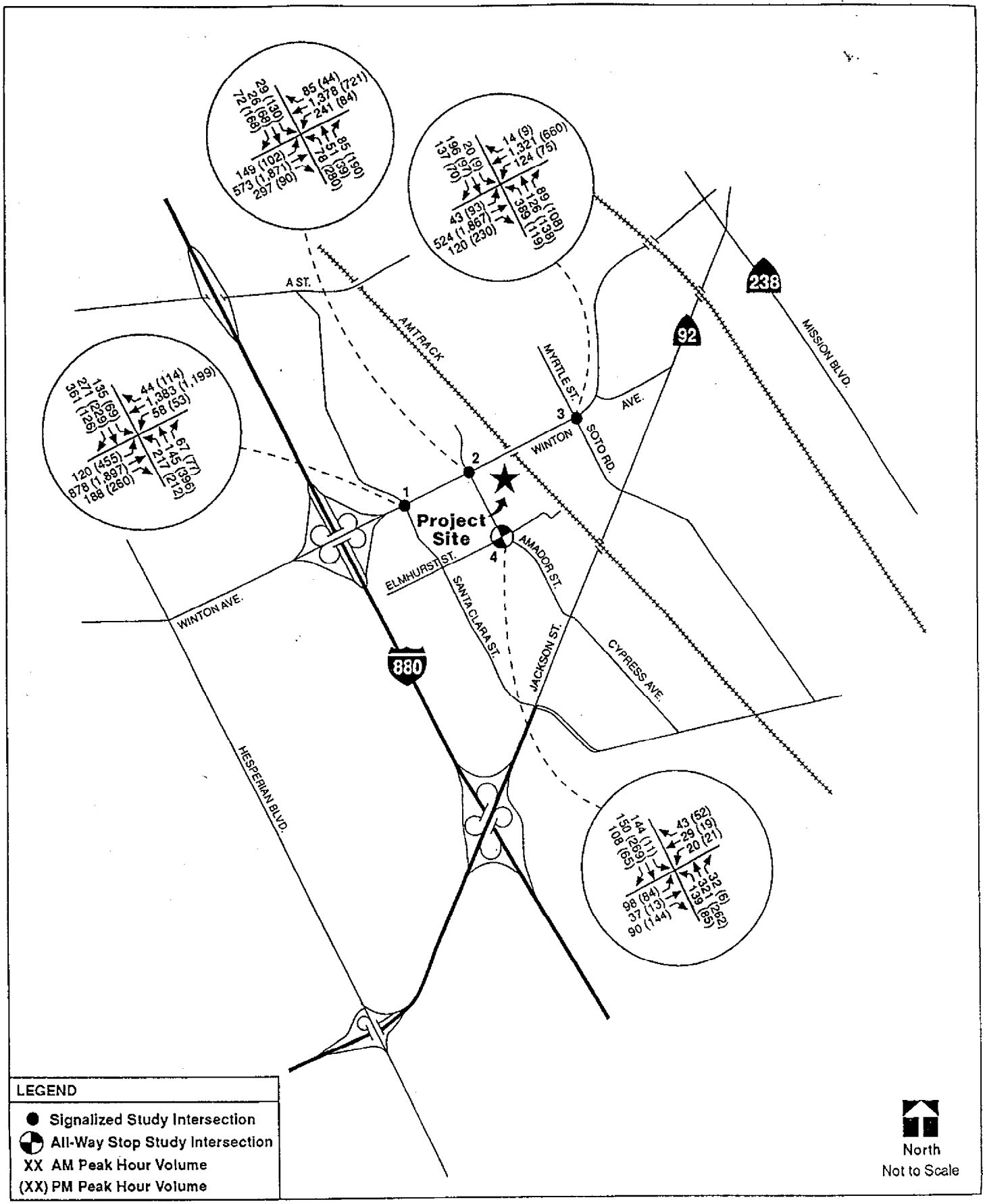


Alameda County GSA
Proposed Office Building

Figure 7

Cumulative Peak Hour Traffic Volumes

64-090 - 11/99 - LH



Alameda County GSA
Proposed Office Building

Figure 8

Cumulative + Project Peak Hour Traffic Volumes

64-090 - 11/99 - LH

Table V
Peak Hour Intersection Levels of Service
Cumulative and Cumulative plus Project Conditions

	Intersection	Cumulative (no project)				Cumulative plus Project			
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	W. Winton Ave./Santa Clara St.	39.5	D	39.2	D	39.3	D	39.9	D
2	W. Winton Ave./Amador St.	14.5	B	31.5	D	15.0	C	120+	F
3	Winton Ave./Soto Rd.	29.8	D	36.0	D	30.7	D	39.3	D
4	Amador St./Elmhurst St.	11.2	C	6.3	B	12.7	C	6.7	B

Note: Delay reported in seconds per vehicles.

Mitigation Measures

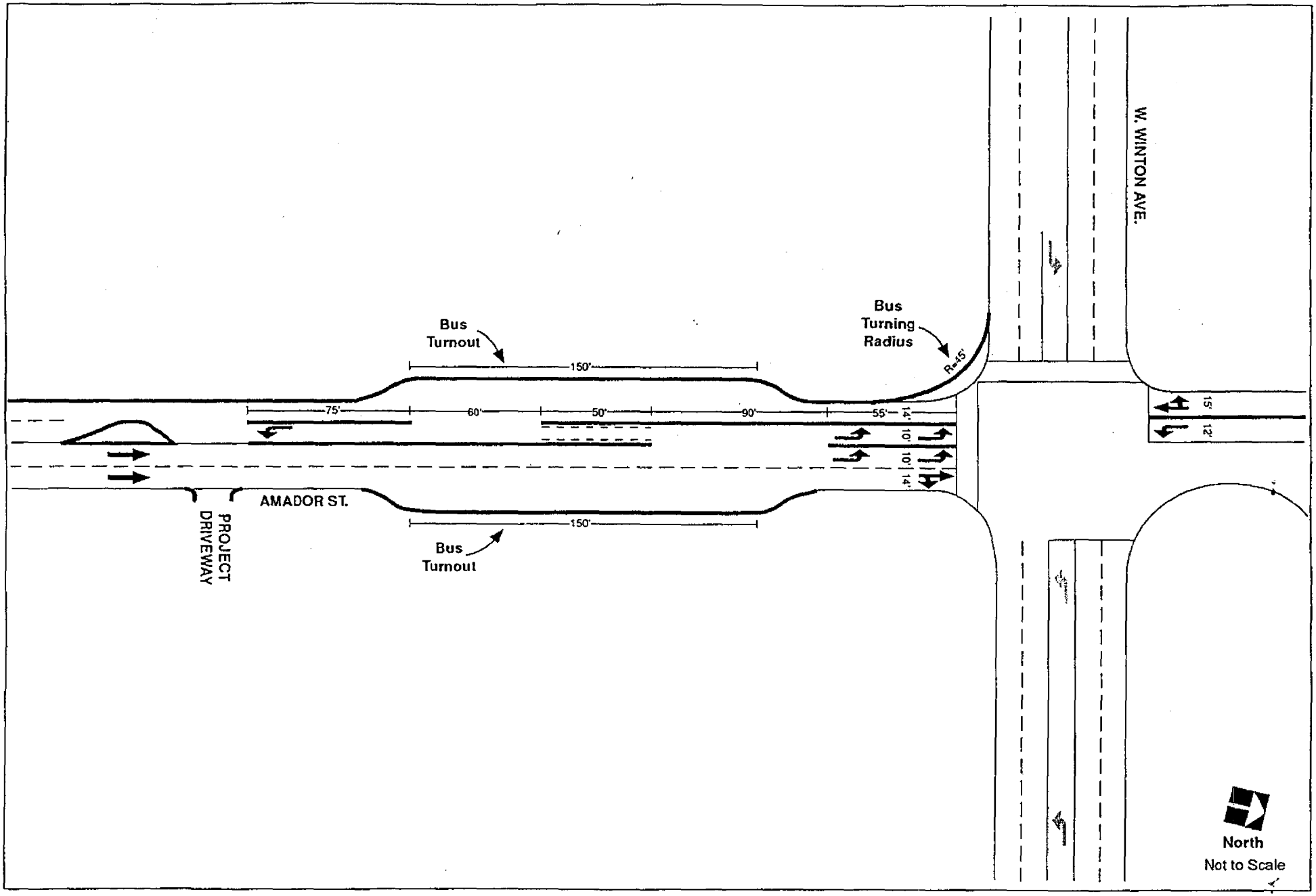
In order to improve the level of service at West Winton Avenue/Amador Street from during the p.m. peak hour, "protected signal phasing" and restriping of the northbound and southbound Amador Street would need to be implemented. Protected phasing means that the signal is programmed so that the northbound and southbound left turn movements get the green arrow signal indication at the same time while the northbound and southbound through movements are stopped. Hence, being "protected" from any conflicting movements.

In addition, the southbound Amador Street approach would need to be restriped from a shared left-through lane to an exclusive left-turn lane. The existing shared right-through lane could remain. The northbound Amador Street approach would need to be restriped to include two exclusive left-turn lanes and a shared through-right lane. This restriping would require the elimination of a southbound through lane from the south leg of the intersection. Furthermore, the radius at the southwest corner may need to be increased to accommodate eastbound right-turns by larger vehicles, such as buses. With these changes implemented, the intersection is expected to operate at LOS D (38.9 seconds of delay) during the p.m. peak hour. These improvements are shown on Figure 9. The detailed calculations reflecting the above changes are also provided in Appendix E.

Parking Analysis

A parking survey of the existing parking structure was conducted on Monday, November 8, 1999 from 8:00 a.m. to 11:30 a.m. and on Tuesday, October 26, 1999 from 11:00 a.m. to 3:00 p.m. to determine the peak parking demand. The parking structure consists of 515 parking spaces within five levels, of which 20 spaces are reserved. Based on the counts, the peak parking period was determined at 9:30 a.m. with 295 spaces occupied and 220 spaces available. The office surface parking lot is expected to have a direct connection to the existing County parking structure. Should the project decide to lease 200 parking spaces within the parking structure, there would be sufficient parking available.

The Institute of Transportation Engineers *Parking Generation* gives an average parking demand of 2.79 parking spaces per 1,000 s.f. of leasable area on weekdays for general office uses. Hence, for 187,000 square feet, 522 parking spaces would be required. The project proposes 459 surface parking spaces and an additional 200 parking stalls within the existing parking structure for a total of 659 spaces. Given this amount of proposed parking, users of the office building are not expected to park on nearby streets.



Alameda County GSA
Proposed Office Building

Proposed Improvements

Figure 9

64-090 - 1/00 - LH

APPENDIX A

Description of the Level of Service Methodology

Level of Service Criteria for Signalized Intersections

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay/ Vehicle (sec)
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase and not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 5.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to fee somewhat restricted within groups of vehicles.	5.1-15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	15.1-25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back ups.	25.1-40.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequest occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	40.1-60.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with oversaturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 60.0

References: *Highway Capacity Manual, Special Report No. 209*, Transportation Research Board, 1985.
Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965.
TJKM.

loscsi.tab

Thus, the designation of Level of Service F *does not* automatically imply that the intersection, approach, or lane group is overloaded, nor does a level of service in the A to E range automatically imply that there is unused capacity available.

The procedures of this methodlogy require the analysis of both cccapacity and level of service conditions to fully evaluate the operation of a signalized intersection.

Input Data

The input data necessary to use this methodology are:

- lane geometrics
- traffic volumes
- signal timing
- vehicle type distribution
- percent grade
- pedestrians
- peak hour factors
- parking activity
- arrival type per approach

Reference: *Highway Capacity Manual, Special Report No. 209*, Transportation Research Board, 1985.

6. Estimate the average total delay for each of the subject movements and determine the level of service for each movement and for the intersection.

Gaps are utilized by vehicles in the following priority order:

1. Right turns from the minor street
2. Left turns from the major street
3. Through movements from the minor street
4. Left turns from the minor street

For example, if a left-turning vehicle on the major street and a through vehicle from the minor street are waiting to cross the major traffic stream, the first available gap of acceptable size would be taken by the left-turning vehicle. The minor street through vehicle must wait for the second available gap. In aggregate terms, a large number of such left-turning vehicles could use up so many of the available gaps that minor street through vehicles are severely impeded or unable to make safe crossing movements.

Level of Service

See the following table "Level of Service Criteria for Unsignalized Intersections" for the relationship between delay and level of service.

LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

AVERAGE DELAY	LEVEL OF SERVICE	DELAYS
≤ 5 s/veh	A	Little or no delay
> 5 and ≤ 10 s/veh	B	Short traffic delays
> 10 and ≤ 20 s/veh	C	Average traffic delays
> 20 and ≤ 30 s/veh	D	Long traffic delays
> 30 and ≤ 45 s/veh	E	Very long traffic delays
≥ 45 s/veh	F	Extreme traffic delays

The level of service criteria for Two-Way STOP controlled intersections is somewhat different from the criteria used in Chapter 9 for signalized intersections. The primary reason for this is the difference is that drivers expect a signalized intersection to carry higher traffic volumes than unsignalized intersections. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections.

Reference:
Highway Capacity Manual, Special Report 209, Transportation Research Board, Update October 1994

APPENDIX B

Results of Level of Service Analysis

Existing Conditions

Winton Avenue Office
Existing [redacted] Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 W. Winton/Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.817
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	0	0	0	0	23	0	0	23	0
Lanes:	1	1 0	1 0	1	1 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	217	145	67	135	271	361	120	754	188	56	1001	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	145	67	135	271	361	120	754	188	56	1001	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	241	161	74	150	301	401	133	838	209	62	1112	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	161	74	150	301	401	133	838	209	62	1112	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ILF Adj:	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	253	161	74	150	316	401	133	880	209	62	1168	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	1.56	0.99	0.45	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	2807	1787	821	1805	3800	1615	1805	3800	1615	1805	3611	151
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.25	0.07	0.23	0.13	0.03	0.32	0.32
Crit Moves:		****				****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.28	0.28	0.28	0.08	0.38	0.38	0.06	0.36	0.36
Volume/Cap:	0.49	0.49	0.49	0.30	0.30	0.90	0.90	0.60	0.34	0.60	0.90	0.90
Level Of Service Module:												
Delay/Veh:	28.7	28.7	28.7	22.2	22.2	42.0	67.3	19.7	17.0	42.3	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	28.7	22.2	22.2	42.0	67.3	19.7	17.0	42.3	29.7	29.7
Queue:	8	5	2	4	8	15	6	24	5	2	40	3

Winton Avenue Office
Existing [redacted] Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 W. Winton/Amador Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	22	0	0	17	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	72	48	83	39	11	39	142	500	173	200	1030	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	48	83	39	11	39	142	500	173	200	1030	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	80	53	92	43	12	43	158	556	192	222	1144	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	53	92	43	12	43	158	556	192	222	1144	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	84	56	97	43	12	43	158	583	202	222	1202	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.34	0.88	0.88	0.95	0.96	0.96	0.95	0.99	0.99
Lanes:	0.71	0.47	0.82	1.34	0.14	0.52	1.00	1.49	0.51	1.00	1.85	0.15
Final Sat.:	1076	717	1243	865	241	865	1805	2709	939	1805	3481	281
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.09	0.22	0.22	0.12	0.35	0.35
Crit Moves:		****					****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.16	0.50	0.50	0.29	0.63	0.63
Volume/Cap:	0.55	0.55	0.55	0.35	0.35	0.35	0.55	0.43	0.43	0.43	0.55	0.55
Level Of Service Module:												
Delay/Veh:	32.2	32.2	32.2	30.4	30.4	30.4	31.8	12.5	12.5	23.0	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	32.2	30.4	30.4	30.4	31.8	12.5	12.5	23.0	8.5	8.5
Queue:	3	2	3	1	0	1	5	12	4	6	23	2

Winton Avenue Office
Existing Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Winton/Soto/Myrtle

Cycle (sec):	120	Critical Vol./Cap. (X):	0.844
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle:	95	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	0	16	0	0	13	0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	389	103	73	16	160	137	34	414	95	101	1280	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	103	73	16	160	137	34	414	95	101	1280	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	432	114	81	18	178	152	38	460	106	112	1422	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	114	81	18	178	152	38	460	106	112	1422	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	432	114	81	18	178	152	38	483	111	112	1493	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	1.00	1.00	0.85	0.95	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.58	0.42	0.09	0.91	1.00	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1805	1044	742	174	1726	1615	1805	2997	689	1805	3767	33
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.10	0.10	0.09	0.02	0.16	0.16	0.06	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.17	0.17	0.17	0.02	0.33	0.33	0.13	0.44	0.44
Volume/Cap:	0.91	0.41	0.41	0.59	0.59	0.54	0.91	0.48	0.48	0.48	0.91	0.91
Level Of Service Module:												
Delay/Veh:	42.3	23.9	23.9	31.4	31.4	30.7	108.9	20.8	20.8	32.7	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	23.9	23.9	31.4	31.4	30.7	108.9	20.8	20.8	32.7	25.8	25.8
Queue:	16	3	2	1	6	5	2	13	3	4	50	1

Winton Avenue Office
Existing [redacted] Conditions
am peak hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Amador/Elmhurst

ycle (sec):	1	Critical Vol./Cap. (X):	0.731
oss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	C

pproach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
ontrol:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
ights:	Include			Include			Include			Include		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
olume Module:												
ase Vol:	135	290	31	139	142	103	88	36	88	19	28	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
nitial Bse:	135	290	31	139	142	103	88	36	88	19	28	43
ser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	150	322	34	154	158	114	98	40	98	21	31	48
educt Vol:	0	0	0	0	0	0	0	0	0	0	0	0
educed Vol:	150	322	34	154	158	114	98	40	98	21	31	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
inal Vol.:	150	322	34	154	158	114	98	40	98	21	31	48
Saturation Flow Module:												
at/Lane:	402	402	402	382	382	382	323	323	323	217	217	217
djustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
anes:	0.59	1.28	0.13	0.72	0.74	0.54	0.41	0.17	0.42	0.21	0.31	0.48
Final Sat.:	238	512	54	276	283	204	134	55	134	46	67	104
apacity Analysis Module:												
vol/Sat:	0.63	0.63	0.63	0.56	0.56	0.56	0.73	0.73	0.73	0.46	0.46	0.46
Crit Moves:			****			****		****				****
pproachV/S:		0.63			0.56			0.73			0.46	
Level Of Service Module:												
elay/Veh:	10.9	10.9	10.9	8.3	8.3	8.3	16.1	16.1	16.1	5.8	5.8	5.8
elay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
djDel/Veh:	10.9	10.9	10.9	8.3	8.3	8.3	16.1	16.1	16.1	5.8	5.8	5.8
LOS by Move:	C	C	C	B	B	B	C	C	C	B	B	B
pproachDel:		10.9			8.3			16.1			5.8	
OS by Appr:		C			B			C			B	

APPENDIX C

Results of Level of Service Analysis

Existing Plus Project Conditions

Winton Avenue Office
Existing Plus Project Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 W. Winton/Santa Clara

ycle (sec):	120	Critical Vol./Cap. (X):	0.819
oss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle:	87	Level Of Service:	D

pproach:	North Bound			South Bound			East Bound			West Bound		
ovement:	L	T	R	L	T	R	L	T	R	L	T	R
ontrol:	Split Phase			Split Phase			Protected			Protected		
ights:	Include			Include			Include			Include		
in. Green:	0	22	0	0	0	0	0	23	0	0	23	0
Lanes:	1	1 0	1 0	1	1 1 0	1	1	0 2	0 1	1	0 1	1 0
olume Module:												
Base Vol:	217	145	67	135	271	361	120	754	188	56	1001	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
nitial Bse:	217	145	67	135	271	361	120	754	188	56	1001	42
dded Vol:	0	0	0	0	0	0	0	124	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	145	67	135	271	361	120	878	188	56	1007	42
ser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	241	161	74	150	301	401	133	976	209	62	1119	47
educt Vol:	0	0	0	0	0	0	0	0	0	0	0	0
educed Vol:	241	161	74	150	301	401	133	976	209	62	1119	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05
inal Vol.:	253	161	74	150	316	401	133	1024	209	62	1175	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
djustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99
anes:	1.56	0.99	0.45	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	2807	1787	821	1805	3800	1615	1805	3800	1615	1805	3611	151
apacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.25	0.07	0.27	0.13	0.03	0.33	0.33
Crit Moves:		****				****	****				****	
reen/Cycle:	0.18	0.18	0.18	0.27	0.27	0.27	0.08	0.39	0.39	0.05	0.36	0.36
olume/Cap:	0.49	0.49	0.49	0.30	0.30	0.90	0.90	0.69	0.33	0.69	0.90	0.90
Level Of Service Module:												
elay/Veh:	28.7	28.7	28.7	22.3	22.3	42.4	67.9	20.6	16.6	49.0	29.8	29.8
ser DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	28.7	22.3	22.3	42.4	67.9	20.6	16.6	49.0	29.8	29.8
Queue:	8	5	2	4	8	15	6	29	5	2	40	3

Winton Avenue Office
Existing Plus Project Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 W. Winton/Amador Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	22	0	0	17	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	72	48	83	39	11	39	142	500	173	200	1030	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	48	83	39	11	39	142	500	173	200	1030	83
Added Vol:	6	0	2	0	0	0	0	0	124	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	48	85	39	11	39	142	500	297	241	1030	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	87	53	94	43	12	43	158	556	330	268	1144	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	53	94	43	12	43	158	556	330	268	1144	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	91	56	99	43	12	43	158	583	347	268	1202	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.33	0.88	0.88	0.95	0.94	0.94	0.95	0.99	0.99
Lanes:	0.74	0.46	0.80	1.35	0.14	0.51	1.00	1.25	0.75	1.00	1.85	0.15
Final Sat.:	1123	691	1222	847	237	847	1805	2239	1333	1805	3481	281
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.09	0.26	0.26	0.15	0.35	0.35
Crit Moves:		****					****				****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.16	0.50	0.50	0.28	0.62	0.62
Volume/Cap:	0.56	0.56	0.56	0.35	0.35	0.35	0.56	0.52	0.52	0.52	0.56	0.56
Level Of Service Module:												
Delay/Veh:	31.9	31.9	31.9	30.1	30.1	30.1	32.0	13.5	13.5	24.2	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	31.9	30.1	30.1	30.1	32.0	13.5	13.5	24.2	8.7	8.7
Queue:	3	2	3	1	0	1	5	13	8	8	23	2

Winton Avenue Office
Existing ~~Conditions~~ + Project
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 Winton/Soto/Myrtle

Cycle (sec):	120	Critical Vol./Cap. (X):	0.858
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	29.7
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	0	16	0	0	13	0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	389	103	73	16	160	137	34	414	95	101	1280	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	103	73	16	160	137	34	414	95	101	1280	11
Added Vol:	0	0	0	0	0	0	0	2	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	103	73	16	160	137	34	416	95	101	1321	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	432	114	81	18	178	152	38	462	106	112	1468	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	114	81	18	178	152	38	462	106	112	1468	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	432	114	81	18	178	152	38	485	111	112	1541	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	1.00	1.00	0.85	0.95	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.58	0.42	0.09	0.91	1.00	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1805	1044	742	174	1726	1615	1805	3000	686	1805	3768	32
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.10	0.10	0.09	0.02	0.16	0.16	0.06	0.41	0.41
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.17	0.17	0.17	0.02	0.34	0.34	0.13	0.44	0.44
Volume/Cap:	0.92	0.42	0.42	0.59	0.59	0.54	0.92	0.48	0.48	0.48	0.92	0.92
Level Of Service Module:												
Delay/Veh:	45.2	24.3	24.3	31.4	31.4	30.7	115.5	20.6	20.6	32.6	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	24.3	24.3	31.4	31.4	30.7	115.5	20.6	20.6	32.6	26.9	26.9
Queue:	17	3	2	1	6	5	2	13	3	4	52	1

Winton Avenue Office
Existing Plus Project Conditions
am peak hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Amador/Elmhurst

Cycle (sec):	1	Critical Vol./Cap. (X):	0.760
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	135	290	31	139	142	103	88	36	88	19	28	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	290	31	139	142	103	88	36	88	19	28	43
Added Vol:	0	31	0	0	2	1	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	321	31	139	144	104	98	36	88	19	28	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	150	357	34	154	160	116	109	40	98	21	31	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	357	34	154	160	116	109	40	98	21	31	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	357	34	154	160	116	109	40	98	21	31	48
Saturation Flow Module:												
Sat/Lane:	399	399	399	378	378	378	325	325	325	206	206	206
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	1.32	0.13	0.72	0.74	0.54	0.44	0.16	0.40	0.21	0.31	0.48
Final Sat.:	221	527	50	271	281	204	143	53	129	43	64	99
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.57	0.57	0.57	0.76	0.76	0.76	0.49	0.49	0.49
Crit Moves:			****		****				****			****
ApproachV/S:		0.68			0.57			0.76			0.49	
Level Of Service Module:												
Delay/Veh:	13.1	13.1	13.1	8.7	8.7	8.7	18.0	18.0	18.0	6.3	6.3	6.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	8.7	8.7	8.7	18.0	18.0	18.0	6.3	6.3	6.3
LOS by Move:	C	C	C	B	B	B	C	C	C	B	B	B
ApproachDel:		13.1			8.7			18.0			6.3	
LOS by Appr:		C			B			C			B	

Winton Avenue Office
Existing Plus Project Conditions
pm peak hour mitigation

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 W. Winton/Amador Avenue

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 119 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	22	0	0	17	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	151	24	162	124	60	152	70	1470	73	78	550	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	24	162	124	60	152	70	1470	73	78	550	33
Added Vol:	118	0	39	0	0	0	0	0	17	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	24	201	124	60	152	70	1470	90	84	550	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	299	27	223	138	67	169	78	1633	100	93	611	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	27	223	138	67	169	78	1633	100	93	611	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	299	27	223	138	67	169	78	1715	105	93	642	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.89	0.89	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	0.11	0.89	0.71	0.37	0.92	1.00	1.88	0.12	1.00	1.89	0.11
Final Sat.:	1805	179	1474	1278	620	1565	1805	3545	217	1805	3547	215
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.15	0.11	0.11	0.11	0.04	0.48	0.48	0.05	0.18	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.18	0.18	0.18	0.11	0.49	0.49	0.05	0.44	0.44
Volume/Cap:	0.98	0.89	0.89	0.59	0.59	0.59	0.41	0.98	0.98	0.98	0.41	0.41
Level Of Service Module:												
Delay/Veh:	56.3	42.4	42.4	30.0	30.0	30.0	33.2	31.2	31.2	100.3	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	42.4	42.4	30.0	30.0	30.0	33.2	31.2	31.2	100.3	14.8	14.8
Queue:	14	2	9	4	2	5	2	64	6	5	15	1

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APPENDIX D

Cumulative Conditions

Winton Avenue Office
Cumulative [redacted] Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 W. Winton/Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.922
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	39.5
Optimal Cycle:	134	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	0	0	0	0	23	0	0	23	0
Lanes:	1 1	0 1	0	1 1	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	217	145	67	135	271	361	120	754	188	58	1377	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	145	67	135	271	361	120	754	188	58	1377	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	241	161	74	150	301	401	133	838	209	64	1530	49
Reduct Vol:	0	0	0	0	0	30	0	0	10	0	0	0
Reduced Vol:	241	161	74	150	301	371	133	838	199	64	1530	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	253	161	74	150	316	371	133	880	199	64	1607	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.56	0.99	0.45	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	2807	1787	821	1805	3800	1615	1805	3800	1615	1805	3683	117
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.23	0.07	0.23	0.12	0.04	0.44	0.44
Crit Moves:		****				****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.22	0.22	0.22	0.07	0.43	0.43	0.07	0.42	0.42
Volume/Cap:	0.49	0.49	0.49	0.37	0.37	1.03	1.03	0.54	0.29	0.54	1.03	1.03
Level Of Service Module:												
Delay/Veh:	28.7	28.7	28.7	25.6	25.6	76.0	108.2	16.8	14.5	38.8	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	28.7	25.6	25.6	76.0	108.2	16.8	14.5	38.8	47.9	47.9
Queue:	8	5	2	4	9	18	8	22	4	2	69	4

Winton Avenue Office
Cumulative [redacted]t Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 W. Winton/Amador Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.678	
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	14.5	
Optimal Cycle:	70	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	22	0	0	17	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	72	51	83	29	26	71	149	573	173	200	1378	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	51	83	29	26	71	149	573	173	200	1378	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	80	57	92	32	29	79	166	637	192	222	1531	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	57	92	32	29	79	166	637	192	222	1531	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	84	60	97	32	29	79	166	669	202	222	1608	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.58	0.58	0.85	0.95	0.97	0.97	0.95	0.99	0.99
Lanes:	0.70	0.50	0.80	0.52	0.48	1.00	1.00	1.54	0.46	1.00	1.88	0.12
Final Sat.:	1033	738	1193	578	524	1615	1805	2831	855	1805	3544	218
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.06	0.06	0.05	0.09	0.24	0.24	0.12	0.45	0.45
Crit Moves:		****					****				****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.14	0.53	0.53	0.28	0.67	0.67
Volume/Cap:	0.68	0.68	0.68	0.46	0.46	0.41	0.68	0.45	0.45	0.45	0.68	0.68
Level Of Service Module:												
Delay/Veh:	36.2	36.2	36.2	32.6	32.6	32.0	36.9	11.3	11.3	23.6	8.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	36.2	36.2	32.6	32.6	32.0	36.9	11.3	11.3	23.6	8.3	8.3
Queue:	3	2	4	1	1	2	6	14	4	6	33	2

Winton Avenue Office
Cumulative [redacted] Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 Winton/Soto/Myrtle

Cycle (sec): 120 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 108 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	0	16	0	0	13	0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	389	126	89	20	196	137	43	522	120	124	1280	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	126	89	20	196	137	43	522	120	124	1280	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	432	140	99	22	218	152	48	580	133	138	1422	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	140	99	22	218	152	48	580	133	138	1422	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	432	140	99	22	218	152	48	609	140	138	1493	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	1.00	1.00	0.85	0.95	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.59	0.41	0.09	0.91	1.00	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1805	1046	740	174	1726	1615	1805	2997	689	1805	3760	40
Capacity Analysis Module:												
Vol/Sat:	0.24	0.13	0.13	0.13	0.13	0.09	0.03	0.20	0.20	0.08	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.17	0.17	0.17	0.03	0.34	0.34	0.13	0.43	0.43
Volume/Cap:	0.91	0.51	0.51	0.72	0.72	0.54	0.91	0.60	0.60	0.60	0.91	0.91
Level Of Service Module:												
Delay/Veh:	43.7	25.2	25.2	35.3	35.3	30.7	102.6	22.0	22.0	35.2	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	25.2	25.2	35.3	35.3	30.7	102.6	22.0	22.0	35.2	26.6	26.6
Queue:	17	4	3	1	7	5	3	17	4	5	50	1

Winton Avenue Office
Cumulative [redacted] Conditions
am peak hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Amador/Elmhurst

Cycle (sec):	1	Critical Vol./Cap. (X):	0.754
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	139	290	32	144	148	107	88	37	90	20	29	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	290	32	144	148	107	88	37	90	20	29	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	322	36	160	164	119	98	41	100	22	32	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	322	36	160	164	119	98	41	100	22	32	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	322	36	160	164	119	98	41	100	22	32	48
Saturation Flow Module:												
Sat/Lane:	402	402	402	383	383	383	317	317	317	218	218	218
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	1.26	0.14	0.72	0.74	0.54	0.41	0.17	0.42	0.22	0.31	0.47
Final Sat.:	242	506	57	277	284	206	130	54	133	47	68	103
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.58	0.58	0.58	0.75	0.75	0.75	0.47	0.47	0.47
Crit Moves:			****		****				****		****	
ApproachV/S:		0.64			0.58			0.75			0.47	
Level Of Service Module:												
Delay/Veh:	11.2	11.2	11.2	9.0	9.0	9.0	17.5	17.5	17.5	5.9	5.9	5.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	9.0	9.0	9.0	17.5	17.5	17.5	5.9	5.9	5.9
LOS by Move:	C	C	C	B	B	B	C	C	C	B	B	B
ApproachDel:		11.2			9.0			17.5			5.9	
LOS by Appr:		C			B			C			B	

APPENDIX E

Cumulative Plus Project Conditions

Winton Avenue Office
Cumulative Plus Project Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 W. Winton/Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.924
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	39.3
Optimal Cycle:	135	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	0	0	0	0	23	0	0	23	0
Lanes:	1 1	0 1	0	1 1	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	217	145	67	135	271	361	120	754	188	58	1377	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	145	67	135	271	361	120	754	188	58	1377	44
Added Vol:	0	0	0	0	0	0	0	124	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	145	67	135	271	361	120	878	188	58	1383	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	241	161	74	150	301	401	133	976	209	64	1537	49
Reduct Vol:	0	0	0	0	0	30	0	0	10	0	0	0
Reduced Vol:	241	161	74	150	301	371	133	976	199	64	1537	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	253	161	74	150	316	371	133	1024	199	64	1614	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.56	0.99	0.45	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	2807	1787	821	1805	3800	1615	1805	3800	1615	1805	3684	116
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.23	0.07	0.27	0.12	0.04	0.44	0.44
Crit Moves:		****				****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.22	0.22	0.22	0.07	0.44	0.44	0.06	0.42	0.42
Volume/Cap:	0.49	0.49	0.49	0.37	0.37	1.03	1.03	0.62	0.28	0.62	1.03	1.03
Level Of Service Module:												
Delay/Veh:	28.7	28.7	28.7	25.7	25.7	76.9	109.2	17.3	14.1	42.8	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	28.7	25.7	25.7	76.9	109.2	17.3	14.1	42.8	48.6	48.6
Queue:	8	5	2	4	9	19	8	27	4	2	70	4

Winton Avenue Office
Cumulative Plus Project Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

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ntersection #2 W. Winton/Amador Avenue

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ycle (sec):	120						Critical Vol./Cap. (X):						0.681			
oss Time (sec):	9 (Y+R = 4 sec)						Average Delay (sec/veh):						15.0			
ptimal Cycle:	70						Level Of Service:						C			

****

pproach:	North Bound			South Bound			East Bound			West Bound		
ovement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
ights:	Include			Include			Include			Include		
in. Green:	0	0	0	0	22	0	0	17	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
olume Module:												
ase Vol:	72	51	83	29	26	71	149	573	173	200	1378	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
nitial Bse:	72	51	83	29	26	71	149	573	173	200	1378	85
dded Vol:	6	0	2	0	0	0	0	0	124	41	0	0
asserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	51	85	29	26	71	149	573	297	241	1378	85
ser Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	87	57	94	32	29	79	166	637	330	268	1531	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
educed Vol:	87	57	94	32	29	79	166	637	330	268	1531	94
CE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	91	60	99	32	29	79	166	669	347	268	1608	99
aturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
djustment:	0.78	0.78	0.78	0.57	0.57	0.85	0.95	0.95	0.95	0.95	0.99	0.99
anes:	0.73	0.48	0.79	0.52	0.48	1.00	1.00	1.32	0.68	1.00	1.88	0.12
inal Sat.:	1079	712	1174	568	515	1615	1805	2377	1233	1805	3544	218
apacity Analysis Module:												
ol/Sat:	0.08	0.08	0.08	0.06	0.06	0.05	0.09	0.28	0.28	0.15	0.45	0.45
Crit Moves:		****					****				****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.14	0.52	0.52	0.28	0.67	0.67
olume/Cap:	0.68	0.68	0.68	0.45	0.45	0.40	0.68	0.54	0.54	0.54	0.68	0.68
Level Of Service Module:												
Delay/Veh:	36.0	36.0	36.0	32.3	32.3	31.7	37.1	12.4	12.4	24.7	8.4	8.4
ser DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
djDel/Veh:	36.0	36.0	36.0	32.3	32.3	31.7	37.1	12.4	12.4	24.7	8.4	8.4
Queue:	3	2	4	1	1	2	6	15	8	8	33	2

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Winton Avenue Office
Cumulative Plus Project Conditions
am peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 Winton/Soto/Myrtle

Cycle (sec):	120	Critical Vol./Cap. (X):		0.891
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):		30.7
Optimal Cycle:	115	Level Of Service:		D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	0	16	0	0	13	0
Lanes:	1 0	0 1	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	389	126	89	20	196	137	43	522	120	124	1280	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	126	89	20	196	137	43	522	120	124	1280	14
Added Vol:	0	0	0	0	0	0	0	2	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	126	89	20	196	137	43	524	120	124	1321	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	432	140	99	22	218	152	48	582	133	138	1468	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	140	99	22	218	152	48	582	133	138	1468	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	432	140	99	22	218	152	48	611	140	138	1541	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	1.00	1.00	0.85	0.95	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.59	0.41	0.09	0.91	1.00	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1805	1046	740	174	1726	1615	1805	2999	687	1805	3761	39
Capacity Analysis Module:												
Vol/Sat:	0.24	0.13	0.13	0.13	0.13	0.09	0.03	0.20	0.20	0.08	0.41	0.41
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.17	0.17	0.17	0.03	0.34	0.34	0.13	0.44	0.44
Volume/Cap:	0.93	0.52	0.52	0.72	0.72	0.54	0.93	0.60	0.60	0.60	0.93	0.93
Level Of Service Module:												
Delay/Veh:	46.7	25.6	25.6	35.3	35.3	30.7	108.8	21.8	21.8	35.0	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	25.6	25.6	35.3	35.3	30.7	108.8	21.8	21.8	35.0	27.9	27.9
Queue:	17	4	3	1	7	5	3	17	4	5	53	1

Winton Avenue Office
Cumulative Plus Project Conditions
am peak hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

****
Intersection #4 Amador/Elmhurst
****

Cycle (sec):	1	Critical Vol./Cap. (X):	0.784
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	139	290	32	144	148	107	88	37	90	20	29	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	290	32	144	148	107	88	37	90	20	29	43
Added Vol:	0	31	0	0	2	1	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	321	32	144	150	108	98	37	90	20	29	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	357	36	160	167	120	109	41	100	22	32	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	357	36	160	167	120	109	41	100	22	32	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	357	36	160	167	120	109	41	100	22	32	48
Saturation Flow Module:												
Sat/Lane:	400	400	400	379	379	379	319	319	319	207	207	207
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	1.31	0.13	0.71	0.75	0.54	0.44	0.16	0.40	0.22	0.31	0.47
Final Sat.:	225	522	53	271	283	203	139	52	128	45	65	97
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.59	0.59	0.59	0.78	0.78	0.78	0.49	0.49	0.49
Crit Moves:			****	****					****			****
ApproachV/S:		0.68			0.59			0.78			0.49	
Level Of Service Module:												
Delay/Veh:	13.4	13.4	13.4	9.4	9.4	9.4	19.6	19.6	19.6	6.5	6.5	6.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	9.4	9.4	9.4	19.6	19.6	19.6	6.5	6.5	6.5
LOS by Move:	C	C	C	B	B	B	C	C	C	B	B	B
ApproachDel:		13.4			9.4			19.6			6.5	
LOS by Appr:		C			B			C			B	

****

-Winton Avenue Office
Cumulative Plus Project Conditions
pm peak hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative) mitigation

****
Intersection #2 W. Winton/Amador Avenue
****

Cycle (sec):	120	Critical Vol./Cap. (X):	0.990	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.9	
Optimal Cycle:	180	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	22	0	0	17	0	0	0	0
Lanes:	2 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	162	39	151	130	68	168	102	1871	73	78	721	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	39	151	130	68	168	102	1871	73	78	721	44
Added Vol:	118	0	39	0	0	0	0	0	17	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	39	190	130	68	168	102	1871	90	84	721	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	311	43	211	144	76	187	113	2079	100	93	801	49
Reduct Vol:	0	0	0	0	0	0	0	0	25	0	0	0
Reduced Vol:	311	43	211	144	76	187	113	2079	75	93	801	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	320	43	211	144	76	187	113	2183	79	93	841	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.89	0.89	0.95	1.00	1.00	0.95	0.99	0.99
Lanes:	2.00	0.17	0.83	1.00	0.29	0.71	1.00	1.93	0.07	1.00	1.89	0.11
Final Sat.:	3610	283	1389	1805	489	1202	1805	3667	133	1805	3547	215
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.08	0.16	0.16	0.06	0.60	0.60	0.05	0.24	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.18	0.18	0.09	0.18	0.18	0.13	0.58	0.58	0.05	0.50	0.50
Volume/Cap:	1.03	0.86	0.86	0.86	0.85	0.85	0.48	1.03	1.03	1.03	0.48	0.48
Level Of Service Module:												
Delay/Veh:	82.3	45.9	45.9	57.4	43.9	43.9	32.3	37.5	37.5	119.3	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	45.9	45.9	57.4	43.9	43.9	32.3	37.5	37.5	119.3	12.9	12.9
Queue:	16	2	8	6	4	7	4	92	5	6	19	1

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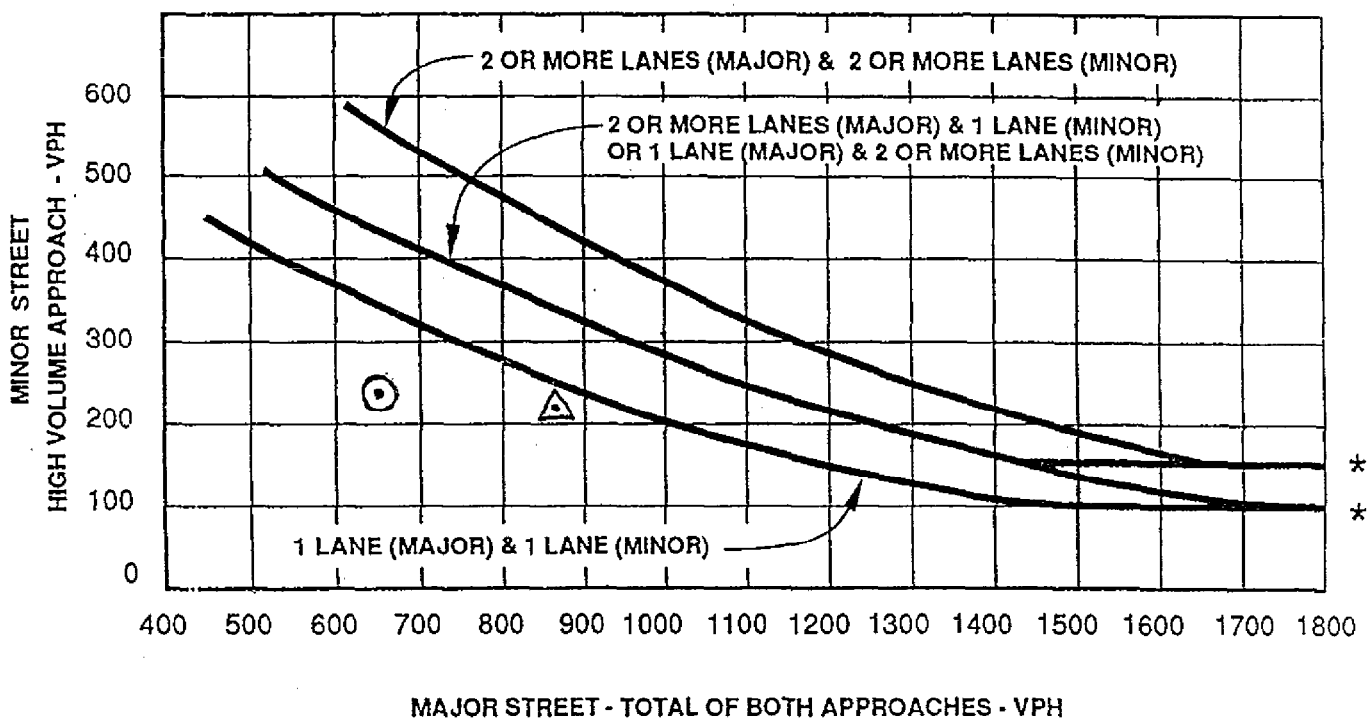
APPENDIX F

Signal Warrant Worksheet

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Amador / Elmhurst

Cumulative Plus Project



AM Peak Hour △ (860, 215)
PM Peak Hour ⊙ (654, 240)

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.